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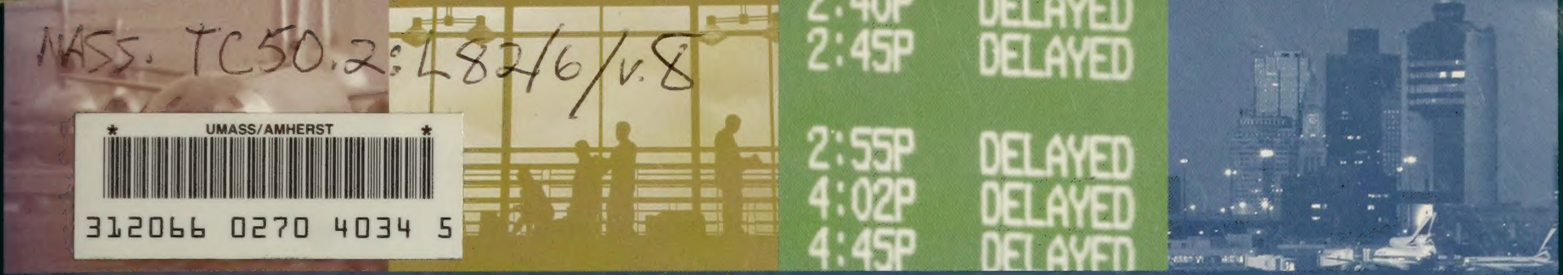

Supplemental Draft Environmental Impact Statement/Final Environmental Impact Report

EOEA #10458

Logan Airside Improvements Planning Project

Boston
Logan
International
Airport

Massachusetts Port Authority
Federal Aviation Administration

Responses to Comments
Volume 8

Supplemental Draft Environmental Impact Statement/
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Logan Airside Improvements Planning Project

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Responses to Comments **Volume 8**

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Table of Contents

Volume ES Executive Summary .... ES
Volume 1 Main Document 1
Volume 2 Main Document 2
Volume 3 Appendices 3
Volume 4 Responses To Comments 4
Volume 5 Responses To Comments 5
Volume 6 Responses To Comments 6
Volume 7 Responses To Comments 7
Volume 8 Responses To Comments 8
Volume 9 Responses To Comments 9
Volume 10 Responses To Comments 10
Volume 11 Responses To Comments 11

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Table of Contents

Letter	Commentor	Volume

Certificate

C Secretary's Certificate 4

Federal

1 US Congressman Michael Capuano 4
2 US Congressman Edward J. Markey 4
3 US Congressman J. Joseph Moakley 4
4 Department of Commerce, Susan B. Fruchter 4
5 US Department of the Interior, Willie R. Taylor 4
6 USEPA, John P. DeVillars 4
7 USDOT, Bruce Young Candelaria 4

State

8 MA Aeronautics Commission, Steve Muench 4
9 MA DEP NE Region, John Felix 4
10 MA DFW, NHESP, Hanni Dinkeloo 4
11 MA State Senator Thomas F. Birmingham 4
12 Cape Cod Legislative Delegation, Senator Henri S. Rauschenbauch 4
13 MA State Representative Robert A. DeLeo 4
14 MA State Representative Paul C. Demakis 4
15 MA State Representative Christopher G. Fallon 4
16 MA State Representative Kevin Fitzgerald 4
17 MA State Representative Patricia Jehlen 4
18 MA State Senator Stephen F. Lynch 4
19 MA State Representative Liz Malia 4
20 MA State Senator Michael W. Morrisey 4
21 MA State Senator Therese Murray 4
22 MA State Representative Eugene L. O'Flaherty 4
23 MA State Representative Anthony Petruccelli 4
24 MA State Senator Henri S. Rauschenbach 4
25 MA State Representative Byron Rushing 4
26 MA State Representative Joseph C. Sullivan 4
27 MA State Representative Timothy J. Toomey 4
28 MA State Senator Robert E. Travaglini 4
29 MA State Senator Eric T. Turkington 4

Letter Commentor Volume

30 Maine DOT, Ronald L. Roy, Dir., Office of Passenger Transportation 4
31 VAOT, Gregory Maguire 4

Regional

32 Barnstable County Commissioners, Christine Dolen, Chairman 4
33 Cape Cod Commission, Herbert Olsen, Chairman 4
34 CCC, Transp. Committee, Kenneth Brock, Chair 4
35 MAPC David C. Soule, Executive Director 4

Communities

36 Boston Mayor Thomas M. Menino 4
37 Boston Mayor Thomas M. Menino 4
38 Boston City Councillor, Charles Yancey 4
39 Boston City Councillor, Paul J. Scapicchio 4
40 Barnstable Municipal Airport Commission, Katherine Stronjy, Chair 4
41 Cambridge City Council, D. Margaret Drury, Clerk 4
42 City of Cambridge, Robert W. Healy, City Manager 4
43 City of Chelsea, Guy A. Santagate, City Manager 4
44 City of Chelsea, Preston G. Galarneau, Jr, City Councillor 4
45 City of Chelsea, Chelsea City Council, Marilyn Portnoy 4
46 City of Chelsea, Chelsea City Council, Rochelle A. Bennett 4
47 City of Everett, David Ragucci 4
48 Town of Hingham, Office of Selectmen, Michael P. Holden 4
49 Town of Hull, Philip E. Lemnios, Town Manager 4
50 Town of Hull, Planning Board, David P. Carlon, Chairman 4
51 Town & County of Nantucket, Board of Selectman, Arthur L. Desrocher . 4
52 Town of Orleans, Beverly G. Singleton, Chairman 4
53 Town of Provincetown, Keith A. Bergman, Town Manager 4
54 Town of Provincetown, Municipal Airport Commission, Leonard Alberts .. 4
55 City of Quincy, City Council, Bruce Ayers 5
56 City of Revere, Dept. of Planning & Comm. Development, Frank Stringi . 5
57 City of Revere, Revere City Council, John J. Henry, City Clerk 5
58 City of Somerville, William Roche, Acting Mayor 5
59 City of Somerville, Board of Alderman, William A. White, Jr. 5
60 City of Somerville, City Clerks Office, Arthur B. McCue, City Clerk 5
61 Winthrop Board of Selectman, Robert L. Driscoll, Jr. 5
62 Winthrop Noise Air Pollution & Airport Hazard Comm., Jerome Falbo 5
63 Winthrop Noise Air Pollution & Airport Hazard Comm., Jerome Falbo 5

Letter	Commentor	Volume
Interest Groups		
64	Aircraft Owners & Pilots Association, Dennis Roberts	5
65	Airport Impact Relief, Inc. (McGowan, Engel, etc.)	5
66	Airport Impact Relief, Inc. (McGowan, Engel, etc.)	5
67	Air Transport Assoc. of America, Scott Godfrey, Dir. Eastern Region	5
68	Air Transport Assoc. of America, Scott Godfrey, Dir. Eastern Region	5
69	Alliance of Boston Neighborhoods (Shirley Kressel)	5
70	American Airlines, Ed Freni, General Manager (Boston)	5
71	Back Bay Photo Imaging, Ray Molinaro (Boston)	5
72	Beacon Hill Civic Association, Sandra C. Steele, President	5
73	Beachmont Neighborhood Association (Debbie McHatton)	5
74	Bear, Stearns & Co. Inc.,John W. Gillespie, Managing Director	5
75	Gr. Boston Convention & Visitors Bureau, Patrick B. Moscaritolo, Pres & CEO	5
76	Boston Harbor Islands Advisory Council, Philip E. Lemnios, Member	5
77	British Airways, Gail Visentin, Dir. Passenger & Cargo Operations	5
78	Building & Construction Trades Council Metropolitan District, Joseph W. Nirgo, Jr	5
79	Cape Air/Nantucket Airlines, Daniel A. Wolf, President, Cape Air, Testimony (Hyannis)	5
80	Cape Air/Nantucket Airlines, Alfred Testa, Jr., Airport Director	5
81	Cape Cod Chamber of Commerce, John O'Brien, Chief Exec. Officer	5
82	Cape Cod Economic Development Council, Daniel Dray, Administrator	5
83	Charlestown Business Association, Carol Bratley, Chair	5
84	Chelsea Waterfront Association, Jeffrey Buck, President	5
85	Community Advisory Committee, Anastasia Lyman, Co-Chair	5
86	Community Advisory Committee, Anastasia Lyman, Co-Chair	5
87	CAC Technical Consultant, Arthur Hartnet	5
88	CAC Roxbury Rep., Dovi Abbey	5
89	CAC Roslindale/HP Rep., Alex Geourntas	5
90	CAC Braintree Rep., Sandra Kunz	5
91	CAC Quincy Rep., Bernice Mader	5
92	CAC Cambridge Rep., Kurt H. Walter	5
93	CAC Dorchester Rep., Pamela Smith	5
94	CAC Malden Rep., John Mahoney	5
95	CAC Rep, Hingham, Richard Goldhammer	5
96	CAC Melrose Rep., Joseph Gulino	6
97	CAC Revere Rep., Deborah A. Santiano-McHatton	6
98	Conservation Law Foundation, Stephen H. Burrington, Gen. Counsel	6
99	Louis A. Mandarini, Jr., Union Local 22	6
100	Continental Airlines Inc., Glen Morse, Senior Director, Industry Affiars	6

Letter	Commentor	Volume
101	Delta Airlines, John Boatright, Vice President, Properties and Facilities	6
102	Delta Airlines, David Bushy, Vice President, Flight Operations	6
103	East Boston Eagle Hill Association, Debra L. Cave, President	6
104	East Boston Eagle Hill Association, Debra L. Cave, President	6
105	East Boston Land Use Advisory Council, Robert F. Strelitz	6
106	ELLIS Neighborhood Association, Elizabeth S. Boveroux	6
107	EMC Corporation, Richard J Egan, Chairman	6
108	Teamsters Local Union 379, Paul V. Walsh	6
109	Fidelity Investments, David Weinstein, Chief of Admin. & Govt. Affairs	6
110	Fitcorp, Gary T. Klencheski, President and CEO	6
111	The Franklin Park Coalition, Martha Karchere, President	6
112	Friends of Belle Island Marsh, Gail Miller, Chair, Conservation Committee	6
113	Greater Boston Chamber, Paul Guzzi, President and CEO	6
114	Greater Boston Chamber, Paul Guzzi, President and CEO	6
115	Gr. Gardner Chamber of Commerce, Michael F Ellis, President & CEO	6
116	Fuld & Company, Michael A. Sandman, Senior Vice President	6
117	Green Works, John T. O'Conner, President	6
118	Thomas A Kershaw, Hampshire House	6
119	Intn'l Union of Operating EngineersWilliam P. Ryan, Business Manager	6
120	Iron Workers District Council of New England, Joseph M. Quilty, Pres.	6
121	Jeffries Point Neighborhood Association, Karen M. Maddalena, Chair.	6
122	Jeffries Point Neighborhood Association, Karen M. Maddalena, Chair.	6
123	Michael J. Haroz, attorney for LaSalle Hotel Oper. Partnership, L.P.	6
124	Logan Airlines Management Council, Charles Ferrara, President	6
125	Logan Airlines Management Council, Cargo Subcommittee, Co-Chairs	6
126	Manchester Airport, Alfred Testa, Jr., Airport Director	6
127	MA Audubon Society, E. Heidi Roddis, Environmental Policy Specialist	6
128	MA Business Roundtable, Nader F. Darehshori, Chairman	6
129	MA Sierra Club, John F. Deacon, Chair, Greater Boston Group	6
130	Mass Insight, State of the State Executive Summary	6
131	MASSPIRG, Rob Sargent, Legislative Director	6
132	MJ Research, Inc., John Finney, President	6
133	Nantucket Island Chamber of Commerce, Maia Gaillard, Exec. Director	6
134	Nantucket Planning & Economic Dev. Comm., Alvin S. Topham	6
135	Natl. Assoc. of Industrial and Office Properties, David I. Begelfer, Exec. Director	6
136	National Association of Railroad Passengers, Ross B. Capon, Executive Director	6
137	Natl. Association of State Aviation ERS Officials, William E. Gehman, Chair.	6
138	Natl. Association of State Aviation ERS Officials, William E. Gehman, Chair.	6
139	Neighborhood Assoc. of the Back Bay, Inc., Peter Y. Flynn, V. Chair	6

Letter	Commentor	Volume
140	New England Council, James T. Brett, President and CEO	6
141	New England's Economy Depends on Logan, Frank Gibson / testimony	6
142	New England Guatemalan Alliance, Ignacio W. Ochoa, President	6
143	Noise Pollution Clearing House	6
144	Nuestra, CDC, John Mahoney	6
145	Pilot Block Neighborhood Association, Cynthia J. Steil, President	6
146	PRI Automation, Wendy Peters, Travel Manager	6
147	Provincetown Business Guild, Gary Reinhart, President	6
148	Provincetown AIDS Support Group, Gary Reinhart, President	6
149	Save our Heritage, c/o ADS Ventures, Inc., Chet Atkins	6
150	The Seaport Alliance (SAND), Steve Hollinger	6
151	Sherburne, Powers, Holland & Knight Law Offices, Kenneth P. Brier	6
152	Slade Gorton & Co., Inc., Wally Stevens, President	6
153	The South Boston Environmental Health Watch	6
154	Squantum Community Association, Frank Buckley, President	6
155	Swissotel, Boston, David Gibbons, General Manager	6
156	Tufts Associates, Charles K Tufts, CLU, ChFC	6
157	US Airways, Robert A Hazel, Vice President, Properties and Facilities	6
158	Winthrop Chamber of Commerce	6

Private Citizens

Boston

Letter	Commentor	Volume
159	Duane Andrews, RN	7
160	John Archibald	7
161	David A. Banta & Caroline E. Coggeshall	7
162	David Bartol	7
163	Claudia Brede	7
164	Jon Burk	7
165	Barry B. Corden	7
166	Michael Dukakis, Northeastern University, Dept. Of Political Science	7
167	Irv Englander	7
168	Brian Gallagher	7
169	South End Resident - Nina Garfinkle	7
170	S. Kay Gibbs	7
171	Sterling Giles	7
172	Robert and Kathleen Hathaway	7
173	Ann Hershfang	7
174	Ann Hershfang	7
175	Christine A. O'Toole	7

Letter	Commentor	Volume
176	Darryl Pomicter	7
177	Beverly Sky	7
178	John Stewart	7
179	Vincent R. Tino	7
180	Mark C. Warren, Esq.	7
181	Barbara A. White	7
182	Robert Wynne	7
183	Edwina Yezierski	7
184	Edwina Yezierski	7
185	V.Ferne	7
186	Marine Cotton	7
186	John P. Kilroy, Jr.	7
186	John O'Connor	7
186	Melissa Sciter	7
Brookline		
187	Mona Thaler	7
Cambridge		
188	Debra Biba and Rob Everts	7
189	Brian Culver	7
190	John G. McKernan	7
191	Ann Rodney	7
192	Fred Salvucci, MIT, Department of Civil Environmental Engineering	7
193	Fred Salvucci, MIT, Department of Civil Environmental Engineering	7
194	Margaret Webster	7
Charlestown		
195	Arthur Krolman, CFA, President, Krolman Corporation	7
Chelsea		
196	Elizabeth A. Aberg	7
197	Peter Alachi	7
198	Monika M. Corneille	7
199	Monika M. Corneille	7
200	Louis P. DiSano	7
201	Charlie Ferguson, Soldiers' Home	7
202	Charlie Ferguson, Soldiers' Home	7
203	Patricia Grasso	7

Letter	Commentor	Volume
204	Joseph S. Kowalcczyk	7
205	Joseph S. Kowalcczyk	7
206	Lungren Management Group, Inc.	7
207	Elaine McGrath	7
208	Robert D. Morgese	7
209	"Moses"	7
210	"Moses"	7
211	Mary Jane Quinn	7
212	Mary Jane Quinn	7
213	Mary Quinn	7

Cohasset

Letter	Commentor	Volume
214	Martha Gjestby	7

Dorchester

Letter	Commentor	Volume
215	Michael P. County	7
216	Barbara McDonough	7
217	Karen L. Rucker	7

East Boston

Letter	Commentor	Volume
218	Carolyn and Brent Banulis	7
219	Mary C. Berninger	7
220	Christopher Blackler	7
221	Catherine Brayden	7
222	Charles I. Cann, III	7
223	Mrs Carmela D'Amore	7
224	Miss Edith G. DeAngelis	7
225	Robert A. DeMayo	7
226	Mary Dreitlein	7
227	Mary Dreitlein	7
228	Charles & Ann Dulcetta	7
229	Robert Fleming	7
230	Ethan D. Hoag	7
231	M Blossom Hoag	7
232	Roberta T. Horn	7
233	Susan M. Horn	8
234	Craig and Linda Jolliffe	8
235	Dr. and Mrs. Gilbert R. Lavoie	8
236	Richard C. Lynds, Esq.	8

Letter	Commentor	Volume
237	William J. Manning	8
238	William Manning	8
239	Regina M. Marchi	8
240	Regina M. Marchi	8
241	Elizabeth Mazzarini	8
242	Jim McBride	8
243	Francis McHugh	8
244	Christopher J. Morton	8
245	Jean Riesman	8
246	Richard Salini	8
247	Mark W. Stettler & Cathryn C. Stettler	8
248	Mark W. Stettler	8
249	Charlene Stevens	8
250	Lauri Webster	8
251	Mary Ellen Welch	8
Everett		
252	Olympia Mastrocola	8
Hingham		
253	Dr. and Mrs. Robert F. Belknap	8
254	Robert F. Belknap MD	8
255	Charles & Susan Berry	8
256	James B. Conroy	8
257	Lynn Conroy	8
258	Edward H. D'Alelio	8
259	Albert J. Engelhart	8
260	Robert R. Green	8
261	Harold & Lorraine Lincoln	8
262	Adrienne F. Richardson	8
263	John E. Richardson	8
264	Elliott Schiffman	8
265	Stephen K. Thress	8
266	Bradford S. Tripp and Jane L. Tripp	8
267	Catherine Goldhammer	8
267	Alice Granahan	8
267	Mary Furlong	8
267	Mike Furlong	8
267	Bridget Marganelli	8
267	John Tardif	8

Letter	Commentor	Volume
267	William Falcetano	8
268	James T. Norris	8
268	Doris M. Hogan	8
Hull		
268	Kathleen Fitzgerald	8
269	Nancy Brayton	8
270	Madeleine Carlson	8
271	Corinne Case	8
272	Lory Newmyer & Steve Cooper	8
273	Pauline DePari	8
274	David Foss	8
275	Frank and Eileen Furey	8
276	Diana Goode	8
277	Mark P. Ingaciola	8
278	Marjorie Rilleau Kallman	8
279	Stephen Lathrop	8
280	Daniel and Jacqueline Llewellyn	8
281	Dr. Jo Loughnane	8
282	Jeannette MacDonald	8
283	James McCaffery	8
284	Kimberly Iris Mills	8
285	William M. Reid	8
286	Robert Ridolfi	8
287	JD Russell	8
288	Ann M. Rogers	8
289	Lisa J. Scannell	8
290	Franklyn & Barbara Schafer	8
291	Sean Shanahan	8
292	Gerard J. Sperry, Sperry Group	8
293	E. Vincent Sullivan	8
294	Geraldine M. Townsend	8
295	William E. Townsend	8
296	William A. Weiser	8
297	Robert Carney & Wanda Willard	8
298	Anonymous	8

Letter **Commentor** **Volume**

Hyannis

299 Robert and Katherine Strojny 8

Jamaica Plain

300 Cheryl Balukonis 8
301 Daniel L. Barnett 8
302 Sarah Buchmann 8
303 Constance R. Cecil 8
304 Peter Clarke 8
305 Nancy Doherty 8
306 Jack Dolan 8
307 Marty Epp 8
308 Marty (Martha) Epp & Judy K. Mencher 8
309 Donald H. Eunson 8
310 Magdalena Fernandez 8
311 Gerard M. Finch 8
312 Jacqueline Gambarini 8
313 Thomas Harrigan 8
314 Eleanor Horner 8
315 Arthur L. Johnson 8
316 Barbara Kaplan 8
317 Barbara Kaplan 8
318 Barbara Kaplan 8
319 Lisa Lederer 8
320 Mike Lew 8
321 Sal Lopes 8
322 Myra N. Love 8
323 Will Lyman 8
324 Mr. and Mrs. Joseph M. Nucci 8
325 Martha Merson 8
326 Laura Orlando 8
327 Emily Peckham 8
328 Anne Rogers 8
329 James P. Sliker 8
330 Lynn Thornton 8
331 Danielle Toth 8
332 Danielle Toth 8
333 David Weinstein 8
334 David Weinstein 8
335 Jacques Weissgerber 8

Letter **Commentor** **Volume**

Newton

336 T. Brown 8

Medford

337 Richard Jordan 8
338 Jill Richard 8

Quincy

339 Maryann P. Mahony 8
340 Marie and James Stamos 8

Revere

341 Ivan and Nancy Blecher 8
342 Lynn Mazzaullo 8

Roslindale

343 Matthew S. Baronas 8
344 Natalie Diffloth 8
345 Sal Lopes 8
346 Stephanie Moura & Kate Keeler 8
347 Mary A. Moynihan 8
348 Sheryl L. White 8
349 Alan Wright 8

Roxbury

350 Todd L. Payton 8

Somerville

351 Ellen G. Band 9
352 Dick Bauer 9
353 Ramon Bueno & Debra Weisberg 9
354 Jack Christin, Jr. 9
355 Derek C. Dyer 9
356 Anthony W. Espy 9
357 Tilghman Evans 9
358 William Falcetano 9
359 William Falcetano 9
360 Irving Fischman, Ph.D. 9
361 Al Fisher 9

Letter	Commentor	Volume
362	Tad Flynn	9
363	Angela Healy	9
364	Suzan Kelly	9
365	Carol Kiley	9
366	Mo Lotman	9
367	Alice Atwood Mahoney	9
368	Panamai Manadee	9
369	Beth Manaster	9
370	Michael Mercandante	9
371	Elizabeth & Brian Merrick	9
372	M. Grazia Marzot	9
373	Cecil L. Nickerson	9
374	Lynn Palmer	9
375	Lawrence Paolella	9
376	Carol Rego	9
377	Margaret Sanfilippo	9
378	Jane Sauer	9
379	Amanda Sawires	9
380	Marguerite Scott	9
381	Jerry Shine	9
382	Deirdre Smith	9
383	Allison Stieber	9
384	Susan Strauss & June Owen	9
385	Daniel Toner	9
386	Carla Wilbur	9
387	Lawrence A. Yager	9
West Roxbury		
388	Joanne McGrath	9
389	Andrea Taaffe	9
Weymouth		
390	Ronald A. Fama	9
Winchester		
391	Michele LaMura	9

Letter **Commentor** **Volume**

Winthrop

392 Barbara Bishop 9
393 Nancy J Crombie 9
394 Gregory DePatto 9
395 Richard D. Gill 9
396 Edward Lowney 9
397 Eleanora Olivolo 9
398 Anita L. Martin 9
399 Thomas J. McCarthy, McCarthy, Allegretto & McCarthy Attors.at Law 9
400 Thomas A. McNiff, Jr. 9
401 Helen Murray 9
402 Alicia A. Stoddard 9
403 Ron Wayland 9
404 Judith and John Silck 9
404 Carmen S Domenico 9
404 John and Barbara Domenico 9

Miscellaneous

405 Sharon Fisher to MEPA 9
406 Heather Hughes 9
407 Kimberly ________- Unknown Resident 9
408 Unknown Hull Resident to MEPA 9
409 Unknown Commentor 9
410 Unknown Resident 9
411 Ellen Winkler 9
411 Brock Philips 9
411 David Prusky 9
411 L. Gertrude Honan 9
411 Barbara Bishop, ...9
411 George McLaughlin 9
411 Rebecca Swope 9
411 Henry Carson 9
412 Jeff Miller, Boston Marriot Long Wharf 9
412 Bill Skoglund, General Manager, Boston Marriot Newton 9
412 Paul V. Puzzanghero, General Manager, Peabody Marriot 9
412 Terry Wordon, General Manager, and Boston Marriot Copley Place 9
412 Bill Munck, General Manager 9

Letter **Commentor** **Volume**

Transcripts 1

State

T1.03.1 MA Aeronautics Commission, Steve Muench 10
T1.01.1 MA State Representative Bruce Ayers 10
T1.23.1 MA State Representative Liz Malia 10

Communities

T1.05.1 City of Boston Environmental Services, Andrea D'Amato 10
T1.07.1 Town of Hull, Philip E. Lemnios, Town Manager 10
T1.06.1 City of Somerville, Thomas Fontacella 10
T1.02.1 Winthrop Board of Selectman, Robert L. Driscoll, Jr. 10

Interest Groups

T1.09.1 Aero Club of New England, David W. Graham 10
T1.19.1 Aircraft Owners and Pilots Association, Raoul Murrow 10
T1.29.1 Airport Impact Relief, Inc., Peter Koff 10
T1.36.1 Beacon Hill Civic Association, Darryl Pomicter 10
T1.08.1 CAC Quincy Rep., Bernice Mader 10
T1.37.1 CAC Melrose Rep., Joseph Gulino 10
T1.39.1 CAC Quincy Rep. Bill Galvin 10
T1.40.1 CAC Roxbury Rep., Dovi Abbey 10
T1.24.1 Cape Air/Nantucket Airlines, Daniel A. Wolf, President, Cape Air 10
T1.30.1 Cape Air/Nantucket Airlines, Charles Carrera 10
T1.04.1 Gr. Boston Chamber, Paul Guzzi, President & Chief Executive Officer 10
T1.21.1 Thomas A Kershaw, Hampshire House 10
T1.31.1 Logan Airlines Management Council, Enrique Miranda 10
T1.11.1 Massachusetts Business Round Table, Christopher Good 10
T1.13.1 Massachusetts High Technology Council, Christopher Anderson 10
T1.26.1 New England's Economy Depends on Logan, Frank Gibson 10
T1.17.1 South Shore Chamber of Commerce, Kevin Cohen 10

Private Citizens (alphabetical by last name)

T1.12.1 Christopher Blackler 10
T1.28.1 Candace Collins Boden 10
T1.38.1 Roland Choquet 10
T1.35.1 Albert J. Engelhart 10
T1.22.1 Phil Falcetano 10
T1.34.1 Richard Goldhammer 10
T1.14.1 Arthur Hartnet 10
T1.32.1 Arthur Krolman 10
T1.15.1 Arthur D. Little, Albert Sherman 10

Letter	Commentor	Volume
T1.18.1	Elaine McGrath	10
T1.10.1	David Osborn	10
T1.41.1	Todd L. Payton	10
T1.20.1	Mary Quinn	10
T1.27.1	Christine Silverstein	10
T1.25.1	Allison Stieber	10
T1.16.1	Ron Whalen	10
T1.33.1	Alan Wright	10
Transcripts 2		
Federal		
T2.04.1	US Congressman Michael Capuano	11
State		
T2.01.1	MA Aeronautics Commission, Sherman Saltmarsh	11
Communities		
T2.09.1	City of Chelsea, Juan Vega, City Council President	11
T2.10.1	City of Chelsea, Chelsea City Council, Rochelle A. Bennett	11
T2.05.1	City of Chelsea, Paul Nowicki, City Councillor	11
T2.02.1	City of Somerville, Bob Haas, Mayor	11
T2.07.1	Winthrop Board of Selectman, Jerry Ogus, Chair	11
T2.16.1	Winthrop Noise Air Pollution & Airport Hazard Committee, Bob Driscoll, Sr., Vice- Chair	11
T2.06.1	Winthrop Airport Hazards Committee, Jerome E. Falbo	11
Interest Groups		
T2.23.1	Air Transport Association of America, Scott Godfrey, Dir E. Region	11
T2.19.1	American Airlines, Ed Freni, General Manager	11
T2.15.1	British Airways, Gail Visentin, Dir. Passenger & Cargo Operations	11
T2.18.1	CARE, Rick Rodes, President	11
T2.28.1	CARE, John O'Connor	11
T2.13.1	Continental Airlines Inc., Glen Morse, Sr. Director, Industry Affairs	11
T2.22.1	Community Advisory Committee, Ronald Taylor	11
T2.26.1	East Boston Land Use Advisory Council, Joe Palenza, Chairperson	11
T2.11.1	Gr. Boston Chamber, Jim Kloche, Dir. of Economic Development	11
T2.27.1	Jeffries Pt. Neighborhood Assoc., Karen M. Maddalena, Chairperson	11
T2.21.1	United Airlines, Sean Donohue, City Manager	11
T2.17.1	US Airways, Robert A Hazel, General Manager	11
Private Citizens (alphabetical by last name)		
T2.38.1	Hugo Ascolillo	11
T2.30.1	Mary Beringer	11

Letter	Commentor	Volume
T2.33.1	Stephen Brown	11
T2.12.1	Kathy Callahan	11
T2.60.1	Roland Choquet	11
T2.45.1	Gregory Curci	11
T2.41.1	Anthony DiBennedetto	11
T2.20.1	Richard Dimes	11
T2.35.1	Art Flavin	11
T2.03.01	Preston Galarneau	11
T2.32.1	Tony Gambale	11
T2.57.1	Arthur Hartnet	11
T2.54.1	Michael Herbert	11
T2.52.1	Blossom Hoag	11
T2.40.1	Roberta Horn	11
T2.46.1	Linda Jolliffe	11
T2.51.1	Martin Kaufman	11
T1.15.1	Arthur D. Little, Albert Sherman	11
T2.29.1	Richard C. Lynds	11
T2.49.1	Kathleen McAuley	11
T2.39.1	Thomas McCarthy	11
T2.43.1	Debbie Santiano-McHatton	11
T2.58.1	Gail Miller	11
T2.36.1	Fred Moore	11
T2.34.1	Anthony Nester	11
T2.08.1	John Nucci	11
T2.37.1	Anthony Petrucelli	11
T2.47.1	Barry Powers	11
T2.55.1	Susan Powers	11
T2.56.1	Mary Quinn	11
T2.50.1	Fran Riley	11
T2.59.1	Fran Riley	11
T2.42.1	David Rudolph	11
T2.25.1	Richard Salini	11
T2.48.1	Pamela Smith	11
T2.61.1	Jim Stamos	11
T2.24.1	Steve Stoddard	11
T2.44.1	Bob Strelitz	11
T2.14.1	John Tardif	11
T2.53.1	Albert Van Buskirk	11
T2.31.1	Mary Ellen Welsh	11

Acronyms

Airside Project	Logan Airside Improvements Planning Project
CAA	Clean Air Act
dB	decibel
DEP	Massachusetts Department of Environmental Protection
DOT	Department of Transportation
Draft EIS/EIR	Draft Environmental Impact Statement/Environmental Impact Report
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
ENF	Environmental Notification Form
EOEA	Executive Office of Environmental Affairs
EPA	Environmental Protection Agency
ESPR	Environmental Status and Progress Report
FAA	Federal Aviation Administration
FONSI	Finding of No Significant Impact
GEIR	Generic Environmental Impact Report
ILS	Instrument Landing Systems
INM	Integrated Noise Model
Logan Airport	Boston-Logan International Airport
Massport	Massachusetts Port Authority
MBTA	Massachusetts Bay Transportation Authority
MEPA	Massachusetts Environmental Policy Act
MESA	Massachusetts Endangered Species Act
MassHighway	Massachusetts Highway Department
MOU	Memorandum of Understanding
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NO_x	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
OPSNET	FAA Air Traffic Operations Network
PM_{10}	particulate matter less than 10 microns in size
PPP	Peak Period Pricing
PRAS	Preferential Runway Advisory System
ROD	Record of Decision
SDEIS Panel	Supplemental Draft EIS Panel
Supplemental DEIS/FEIR	Supplemental Draft Environmental Impact Statement/Final Environmental Impact Report
VFR	Visual Flight Rules
VOC	volatile organic compounds
29M Low Fleet	29 Million annual air passenger Low Fleet
37.5M High Fleet	37.5 Million annual air passenger High Fleet

Susan M. Horn
65 St. Andrew Road
East Boston, MA 02128-1223

Mr. Arthur Pugsley
MEPA Unit
Executive Offices of Environmental Affairs
100 Cambridge Street 20th Floor
Boston, MA 02202

Dear Mr. Pugsley:

RE: File # EOA10458

I have lived at the above address all my life. In December, 1996 (at the age of 34) I was diagnosed with environmental asthma. Whilst I can not blame the cause of my asthma specifically on the airport, I can certainly attest that the heavy fumes coming from the airport greatly affects my condition particularly in the warmer months, when I am outside more often. I can not go outside without the need to hold my breath or the need to adjust my breathing because I have an attack. Living in the city I have been able to adapt my breathing in certain circumstances. However if added pollutants are added to the mix, I am concerned for my health when I am outside. I should not be a prisoner in my home due to Massport's inability to not plan ahead. I like living where I live and should not be penalized because Massport can't come up with a fair and reasonable plan that won't burden one specific area.

The MDC is enhancing Constitution Beach making it a nice place to bring the family in the hot summer months with the increase of airplanes people will not be able to enjoy this recreation without getting blasted with fumes from the taxiing airplanes. People bring children to the beach. The children not to mention the adults are currently breathing in these fumes which contain toxins. To have an increase of fumes for children and adults to breathe is not healthy. Massport seems to be very concerned about the wildlife to the tune of $250,000. The increase of planes can not be advantageous to the other birds and sea life that depends on the area to survive. They are willing to take care of the Upland Sandpiper with total disregard to the human inhabitants of the area. 233.1

The utter neglect at looking at this problem as regional and burdening one section of the area is unfair consideration. The entire region reaps the advantages of Logan but yet only a small section of the region is expected handle the burden of noise from flight traffic and land traffic; pollutants from both ground and air vehicles not to mention the speeding cars through the neighborhoods. These neighborhoods for the most part are not affluent and many are quite poor with a minority base. The skies over Logan are getting too crowded 233.2

and with the increased air traffic comes a greater risk of accidents. Remember as with a gallon of milk once it is filled to a gallon no more milk can be added with out spillage and this is what will happen to the affected areas. The more milk added after the gallon container has been filled the greater the mess. The skies around Logan Airport are that filled gallon of milk.

At what point is quality of life and human health and welfare worth less than someone's inconvenience? Life is full of delays: Last minute phone calls in the office: Break down in the tunnel or on the road: Personal happenings. The people who make the Greater Boston Area is what makes Boston a great place to visit by destroying the communities there will be a lost charm to the area.

The report that is currently before you omit several key factors: 1.) Regarding lowering
of the minimum the last street on the reference chart is Saratoga Street. There are two
streets after that St. Andrew Road and Bayswater Street. 2.) Massport fails to state what 233.3
will happen when the delays that 14/32 is supposed to curtail increases surpassing the
delay times that currently exists. They admit that in the two to three years after
completion of this runway the delays will be the same or worse than today. 3.) Massport
is also touting this as a unidirectional runway; however, Massport can not make this
promise. This is a FAA decision and despite all these promises of being severely 233.4
penalized if Massport does use it for other directions because of the FAA's ok then the
penalties will be a mute point.

I went to both of the meetings held on April 7th and 8th. It is apparent that the business people who in all likelihood do not live in the affected areas are for the runway, centerfield taxiway and the lowering of the minimum. The residents of the affected area are astoundingly against the expansion in any form. It is the EPA's responsibility to protect the residents of this affected area from those who want to destroy our quality of life. Please do so.

I thank you for your time and consideration in this matter.

Sincerely,

Susan M Horn

Susan M. Horn

Letter 233
Susan M. Horn
Private Citizens: East Boston

Code	Topic 1	Topic 2	Comment	Response
233.1	Air Quality	Impacts	[The proposed expansion and resulting increase in toxic fumes will effect the health of people using Constitution Beach. Massport is willing to spend $250,000 to move sandpipers, what about the human inhabitants?]	No alternatives violate the NAAQS. The Preferred Alternative shows better air quality results than the other alternatives.
233.2	Environmental Justice	Impacts	[A small section of the metropolitan area bears the brunt of the impacts from Logan while the whole area enjoys the benefits. Those bearing the burden are the poor and minorities.]	Adverse impacts are not predominately borne by low-income or minority populations. Only 21 percent of the population within the 65 dB DNL contour for the Preferred Alternative is minority, compared to the Suffolk County minority population of 38 percent. Less than two percent of the population within the 65 dB DNL contour for the Preferred Alternative has a household income less than 150 percent of poverty level. The additional area within the 65 dB DNL noise contour associated with the Preferred Alternative includes a predominately Hispanic neighborhood in Chelsea which is predicted under worst case assumptions to experience an increase of 0.6 dB or less. Under FAA standards, this change is not a significant adverse impact. The minority and low-income populations in South Boston and East Boston affected by the Preferred Alternative 65 dB DNL contour are almost identical to the No Action Alternative. The 65 dB DNL contour for the Preferred Alternative does not extend into Jamaica Plain, Roxbury and the South End. Mitigation of the increased noise within the 65 dB DNL contour will be provided to affected communities in the form of residential sound insulation. A discussion of the Environmental Justice analysis is presented in Section 6.8 of Supplemental DEIS/FEIR.
233.3	Alternatives	Reduced Approach Minima	[The decision to lower the minimum for Runway 14/32 ignores potential impacts to residents on St. Andrew Road, Bayswater Street and Saratoga Street.]	Reducing the current landing minimums for Runways 15R, 22L, and 27 at Logan Airport will not increase noise levels. Aircraft will follow the same arrival paths, at the same altitudes as today, but the location at which a missed approach decision must be made will be moved closer to the airport. Since missed approaches rarely occur, they have no discernible effect on the cumulative noise. For example, reducing the Runway 22L decision height to 200 feet moves the maximum noise point to approximately 3,000 feet from touchdown which is further from populated areas in East Boston than the current maximum noise point. Although categorically excluded from NEPA review, modeling of the changes in runway availability from reductions in the approach minimums and an analysis of the potential impacts on community noise exposure that may result were included in the Airside Project in compliance with an earlier agreement among Massport, the FAA and the City of Boston.

Code	Topic 1	Topic 2	Comment	Response
233.4	Alternatives	Runway 14/32	Massport is also touting this as a unidirectional runway; however, Massport cannot make this promise. This is a FAA decision...	The Runway 14/32 concept under review in the Supplemental DEIS/FEIR allows unidirectional operations only (*i.e.*, all aircraft arrivals would occur over Boston Harbor to the Runway 32 approach and all departures would initiate from the Runway 14 heading out over Boston Harbor). State approval under MEPA and federal approval under NEPA will allow Runway 14/32 to proceed only on a basis consistent with the stated unidirectional limitations. Consistent with any such approvals, Massport will light and stripe Runway 14/32 to accommodate unidirectional operations only. Furthermore, the location of proposed Runway 14/32 involves physical limitations that reinforce the unidirectional requirements of that improvement concept. The Hyatt Hotel and Conference Center, which is 174 feet high, is within 1,300 feet of the Runway 14. The location of the Hyatt Hotel and Conference Center invades applicable FAA approach surface glide slope requirements, thereby precluding arrivals from the west to the Runway 14. Another factor limiting westerly operations on Runway 14/32 is the lack of available facilities to allow aircraft to taxi to the Runway 32. The unidirectional limitations of Runway 14/32 allow maximum use of over-water operations and thereby limit operational impacts over residential areas. To strictly reinforce these important environmental benefits, Massport has designated the intended unidirectional limitation on Runway 14/32 as a mitigation measure. Refer to Section 8.7 of the Supplemental DEIS/FEIR Draft Section 61 Findings, and the discussion in Section 8.5 of the Supplemental DEIS/FEIR regarding enforcement of unidirectionality of Runway 14/32.

LETTER 234

159 Trenton Street
East Boston, MA 02128
March 21, 1999

MEPA and FAA:

The siege Massport is waging upon East Boston and surrounding communities is no less historic than British threats to burn Boston. Their determination to build Runway 14/32, regardless of the devastating environmental and social impacts, is like the shot heard around the world. The pollution and noise, resulting from thousands of increased jet aircraft operations, promises to create intolerable living conditions. Massport expects us to close our windows, retreat into some imaginary soundproof cubicle; in effect, to be held prisoners within our own homes. Quality of life is the issue; without it a healthy community cannot exist. 234.1

East Boston is experiencing a rebirth. Restoration and renewal are ongoing activities throughout the community. Future development of our precious waterfront is carefully being studied. The main street initiative is spawning new vitality. Green space, an important ingredient for every flourishing urban environment, is taking root. The Eagle Hill area has recently achieved long over due recognition as an important historic site and is now listed on the National Register of Historic Places. Residents are excited with the developments and are deciding to stay and rebuild their neighborhoods.

234.2

Massport and supporting business leaders tout an economic boon throughout the area. NOT TRUE! Airport expansion in other areas of the country where quality of life was ignored does not economically benefit affected communities. Instead, people move out, real estate values plummet, businesses suffer and crime rates increase. In short, many abutting and affected areas slump into depression and decay. The only "economic boon" belongs to Massport whose revenue producing design further encroaches upon our treasured island.

Massport claims that building 14/32 would reduce Logan congestion and be environmentally benign, or even beneficial. This statement merely reflects one of many dishonest assessments Massport is promoting. Thousands of increased jet aircraft operations is NOT environmentally friendly, nor will congestion be relieved. Taxpayer funding should not be required to arrive at such an obvious conclusion. Massport even admits that shortly after the runway is completed delays will return to the same levels. In other words, Massport and Governor Cellucci are willing to devastate the health, sanity and well being of all the surrounding communities for a project which will benefit virtually no one.

It's been reported in the Globe that Massport plans on launching a media blitz using "soft-sell" ads and "strategies of the 90's" to build public and political support. It's quite apparent in the national arena that "strategies of the 90's" consists of attempts to deceive, cover-up and lie in order to sway opinion. The fact is Massport and their political cronies will do and say anything to achieve their designs. Be forewarned, we in the surrounding communities are not so easily deceived.

Noise levels are presently unbearable from aircraft operations over Eagle Hill.
Adding thousands more atop this National Historic Site is an appalling abuse of
morality. It's time to face the fact that Logan is already saturated and set in motion
peak hour pricing and slot allocation. This will achieve long term delay-reduction far
better than building runway 14/32. There will always be delays. New England 234.3
weather will continue to create airport disruptions regardless of how many runways
are built. Long range planning should focus on selecting an alternate airport.

In short, stop killing us with deafening noise and pollution. We're not going 234.4
to sit idly and allow our lives to be destroyed by the self-serving interests of
Massport, Governor Cellucci and their obsequious confederates. Governor Cellucci
recently stated prior to his operation, "It's a matter of **quality of life**". Isn't it
strange that he considers his quality of life important but not the thousands of
residents adversely affected by airport expansion. Boston is renowned for
struggling against tyranny. Once again we are faced with forced servitude and will
rise to the occasion. NO MORE NOISE! NO MORE POLLUTION!

Sincerely yours,
Craig L. Jolliffe
Linda M Jolliffe
Craig and Linda Jolliffe

Letter 234
Craig and Linda Jolliffe
Private Citizens: East Boston

Code	Topic 1	Topic 2	Comment	Response
234.1	Public Health	Effects	The pollution and noise, resulting from thousands of increased jet aircraft operations, promises to create intolerable living conditions.	The goals of the Airside Project are to reduce delay, increase the airport's efficiency, and improve airfield safety in an environmentally responsible manner. The construction of unidirectional Runway 14/32 would prevent the significant drop in airfield capacity that now occurs during northwest wind conditions. The runway would not increase Logan Airport's normal operating capacity of approximately 120 operations per hour which is available nearly 80 percent of the year, but rather would allow this capacity to be maintained more consistently.
234.2	Alternatives	Impacts	[East Boston has recently undergone some significant rebirth and renewal. The proposed airport expansion will counteract that by driving people out of the community.]	Comment noted.
234.3	Alternatives	Peak Period Pricing	It's time to face the fact that Logan is already saturated and set in motion peak hour pricing and slot allocation. This will achieve long term delay-reduction far better than building Runway 14/32.	Neither federal nor state scoping directives required an analysis of slotting. Imposition of slot controls constitutes a federal policy that has been preempted to the FAA under federal law and is not within Massport's jurisdiction. Congress determined that the slot program has a number of significant problems. The U.S. DOT has studied options for reducing slot controls at airports. As a result, the AIR-21 Act, which was enacted in March 2000, eliminates all slots at three of the nations slot controlled airports. Slots at the Chicago O'Hare airport will be eliminated by July 1, 2002 and slots at New York LaGuardia and New York JFK will be eliminated by January 1, 2007. PPP represents a market approach that should encourage the highest value services to use Logan Airport during periods of scarce capacity without the market disruption and other inefficiencies related to slot control. The Airside Project Draft EIS/EIR and the Supplemental DEIS/FEIR contain an analysis of PPP as a demand management alternative at Logan Airport. The analysis indicates that PPP is an effective option when airlines schedule beyond the normal hourly operating capacity of the airport, and provides an assessment of the extent of the benefits of PPP under such circumstances. See Section 4.5 of the Supplemental DEIS/FEIR.
234.4	Regional Transportation	Regional Airport	Long range planning should focus on selecting an alternate airport.	A second major airport is not a solution to the current delay and congestion problems at Logan Airport. The Proposed Project to reduce delay and enhance safety at Logan Airport must be implemented in the near term to address current and future operating conditions

LETTER 235

Airport
Dr. and Mrs. Gilbert R. Lavoie
422 Sumner Street
East Boston, MA 02128
March 8, 1998

A VISION FOR LOGAN AIRPORT

More Noise? More Pollution?

What will more noise do to our historic as well as our modern neighborhoods? What will more noise do to our harbor recreation involving boating, swimming, fishing, wildlife and island play areas? 235.1

Let us not wreck our beautiful world famous landmark known as Boston. As was done at the Regan International Airport in Washington, D.C., can we create and maintain a beautiful small airport which will complement our beautiful city while allowing recreation, work, transportation, and even wildlife to have a reasonable access to the city, harbor, harbor islands, and ocean.

As in D.C., Boston has no room to expand. As in D.C., Dulles and Baltimore Airports alleviate the congestion. We can alleviate congestion with not only Manchester and Green Field Airports but also include Worcester and the 128 Air Force Base. We must nurture our present airport and make it fit in with and work to support our present roads, parks, neighborhoods, and work places. 235.2

This plan will make Boston Better!

Dear Mr [illegible]!

We cannot noise-proof the boat & recreation areas. Please consider the total touristic package known as "Boston"

Gil & Bruna Lavoie

Letter 235
Dr. and Mrs. Gilbert R. Lavoie
Private Citizens: East Boston

Code	Topic 1	Topic 2	Comment	Response
235.1	Noise	Impacts	What will more noise do to our historic as well as our modern neighborhoods? What will more noise do to our harbor recreation involving boating, swimming, fishing, wildlife and island play areas?	Massport's FAA-approved sound insulation program is only one element of the noise abatement program. For a discussion of the noise abatement program, refer to the discussion in the *Logan Airport 1994/1995 GEIR* and the *Logan Airport 1998 Annual Update.* Massport has existing actions initiatives underway that reduce noise impacts on nearby communities, including: Noise abatement and runway use restrictions; Exploring means of extending the Logan Airport sound insulation program through innovative investigation of hill effects on sound propagation; Encouraging growth at Worcester Regional Airport and other alternative airports; and Monitoring and improving achievement of PRAS goals.. The Boston Harbor Islands, while within the No Action Alternative (Alternative 4) 65 dB Day-Night Sound Level (dB DNL) contour, will have no noise increase with the Preferred Alternative. Refer to Section 6.3.3 of the Supplemental DEIS/FEIR for additional discussion of parklands relative to the Preferred Alternative.
235.2	Regional Alternatives	Regional Airports	We can alleviate congestion with not only Manchester and Green Field Airports but also include Worcester and the 128 Air Force Base.	Noise data were acquired in Roxbury for the tests of the Runway 27 departure procedure in the winter of 1991 to 1992. These data indicated a reasonable correlation between measurement and modeling based on the radar tracks. In 1997, a permanent noise monitor was installed in the Boston Latin Academy in Roxbury under the new flight path. The data for part of 1997 were reported in the 1997 Annual Update in Table 5-5, and the data for 1998 were reported in the 1998 Annual Update in Table 5-6. The 1998 data show both the total noise and the total noise from aircraft, as well as the INM-calculated values of DNL. The agreement is excellent.

LETTER 236

RICHARD C. LYNDS ESQ.
90 HOMER STREET EAST BOSTON, MA 02128
617-568-9676

March 14, 1999

Secretary of Environmental Affairs
Attention Mr. Arthur Pugsley-MEPA Office
100 Cambridge Street 20th Floor
Boston, MA 02205

RE: EOEA No. 10458

Dear Mr. Pugsley:

As an attorney and lifelong resident of the East Boston community, I write to voice my opposition to the above referenced project and ask that my comments be recorded in the negative.

In 1995, the Massachusetts Port Authority (Massport) filed their Environmental Notification Form (ENF) with the Massachusetts Secretary of Environmental Affairs, officially commencing the environmental review process to construct a new runway and centerfield taxiway at the General Edward Lawrence Logan International Airport. The need for such construction, as cited by Massport, was to improve efficiency and reduce delays at the nation's 13th busiest airport. As most of us who live in the surrounding communities already know, Logan is situated on land ill suited to house the nation's 13th busiest bus terminal, never mind an international airport. Although Massport's plan to construct a new runway intends to place less flights over the surrounding communities, their approach serves only as a band aid solution to a bigger problem.

Massport predicts that passenger growth at Logan will increase from its current 25 million passenger to anywhere from 35 to 45 million passengers by the year 2010. Furthermore, operations at Logan, which currently peak at 120 per hour, are expected to increase as well. While Massport cites that the need for a new runway at Logan is to help solve efficiency problems, a better solution might be one that contemplates Massport's capacity problems.

Since Massport's feasibility study and ENF were released in 1995, the popularity of regional airports has soared dramatically. The success of airports like T.F. Green in Providence Rhode Island and Manchester Airport in New Hampshire are testament that regional commuters will use airports other than Logan to avoid delays, traffic, and to save money. However, Massport continues to ignore a second major airport as an alternative to reducing delays at Logan. 236.1

For more than twenty five years, this community has endured the prospect of an additional runway. Massport cites that the Project will provide improvements to alleviate the aircraft arrival and departure delay problem at Logan Airport. Yet in the very same breath, they talk about how in order to meet the projected demand of passengers at Logan, a new runway will be necessary. Massport can not have it both ways. Either it is efficiency for today's Logan or expansion of tomorrow's. Either way, the cumulative environmental impacts associated with Logan's expansion are too great for this community to handle.

Massport claims that alternatives have been considered including a Second Major Airport (SMA). However, since the time frame from planning to construction would have taken ten to fifteen years, such an alternative was not feasible. However, that decision was made back in 1989. Had there been a decision to really work towards development of an SMA, we might not have faced this problem today and could be well on our way to much needed relief for our communities. The problem is not that an SMA was not feasible, but that Massport was focused and committed to building a runway at Logan. 236.2

The communities opposing construction of a new runway at Logan have spoken in a unified and loud voice. They do not want to see another runway at Logan Airport and believe that our communities have shouldered enough of the burden. As Massport trudges through the environmental review process with it's army of consultants, the communities do their best to organize against a new Mr.

runway. However, as many of us already know, without the resources to counter Massport's position, this challenge will be difficult if not impossible.

As the Commonwealth's regulatory agency responsible for protecting the environmental rights of our community, I ask that you assess this project cautiously and carefully and consider the burden that this community will be once again asked to face.

Very truly yours,

Richard C. Lynds, Esq.

Letter 236
Richard C. Lynds, Esq.
Private Citizens: East Boston

Code	Topic 1	Topic 2	Comment	Response
236.1	Regional Transportation	Regional Airports	The success of airports like T.F. Green in Providence Rhode Island and Manchester Airport in New Hampshire are testament that regional commuters will use airports other than Logan to avoid delays, traffic, and to save money.	Chapter 2 of the Supplemental DEIS/FEIR provides a discussion of the specific role played by the regional transportation alternatives and steps that Massport has taken to foster use of these alternatives. Massport has long recognized and has been a proponent of options to Logan Airport. Together with the regional airports, Massport has implemented a regional strategy to enhance the use of options to Logan Airport. In the Airside Project Draft EIS/EIR, Massport identified up to 7.3 million annual passengers that could be absorbed by regional alternatives that include use of T.F. Green/Providence, Manchester and Worcester Regional airports, as well as the new high-speed rail to New York. In the Supplemental DEIS/FEIR, Massport recognizes that these developments will slow Logan Airport's passenger traffic growth. Logan Airport may not achieve the 37.5 million passenger forecasts until after 2010, but rather closer to 2015, and the 45 million passenger forecasts may not be achieved until after 2020. While regional alternatives can play an important role in reducing the rate of future traffic growth at Logan Airport, they do not address Logan Airport's inability to efficiently accommodate current levels of demand during northwest wind conditions. Runway 14/32, which is designed to correct the problem with Logan Airport's layout, is necessary to correct this deficiency and provides clear benefits at current aircraft traffic levels. These benefits will only increase in the future, even as developments at the regional airports act to reduce the rate of future growth at Logan Airport. Chapter 2 of the Supplemental DEIS/FEIR provides a discussion of the specific role played by the regional transportation alternatives and steps that Massport has taken to foster use of these alternatives. Massport has long recognized and has been a proponent of options to Logan Airport. Together with the regional airports, Massport has implemented a regional strategy to enhance the use of options to Logan Airport. In the Airside Project Draft EIS/EIR, Massport identified up to 7.3 million annual passengers that could be absorbed by regional alternatives that include use of T.F. Green/Providence, Manchester and Worcester Regional airports, as well as the new high-speed rail to New York. In the Supplemental DEIS/FEIR, Massport recognizes that these developments will slow Logan Airport's passenger traffic growth. Logan Airport may not achieve the 37.5 million passenger forecasts until after 2010, but rather closer to 2015, and the 45 million passenger forecasts may not be achieved until after 2020. While regional alternatives can play an important role in reducing the rate of future traffic growth at Logan Airport, they do not address Logan Airport's inability to efficiently accommodate current levels of demand during northwest wind conditions. Runway 14/32, which is designed to correct the problem with Logan Airport's layout, is necessary to correct this deficiency and provides clear benefits at current aircraft traffic levels. These benefits will only increase in the future, even as developments at the regional airports act to reduce the rate of future growth at Logan Airport.

Code	Topic 1	Topic 2	Comment	Response
236.2	Regional Transportation	Regional Airports	Massport claims that alternatives have been considered including a Second Major Airport (SMA). However, since the time frame from planning to construction would have taken ten to fifteen years, such an alternative was not feasible. However, that decision was made back in 1989. Had there been a decision to really work towards development of an SMA, we might not have faced this problem today and could be well on our way to much needed relief for our communities. The problem is not that an SMA was not feasible, but that Massport was focused and committed to building a runway at Logan.	Comment noted.

Letter 236: Richard C. Lynds, Esq.
Private Citizens: East Boston

LETTER 237

Submitted 4/8/99 by:
William Manning
1 Webster Ave.
East Boston MA 02128

Gentlemen,

I live and work in East Boston and so the issue of runway/airport expansion has twice the importance for me as it might for some people

I want to express my opposition to Massport's proposed plans at Logan for a variety of reasons.

...

Plan Violates Commitments

The Massport proposals violate commitments made to Logan-impacted neighborhoods not to expand the airports physical size or runway configuration. These commitments were the result of a community planning process that got those concessions for not opposing other improvements such as the third harbor tunnel.

These understandings are referred to in Massport's 1991 General Environmental Impact Review. They were confirmed in recent newspaper articles that quoted a former state Secretary of Transportation and a former executive director of Massport, both of whom knew the wording of the agreement and the intent of those words. 237.1

[See attached document]

Equitable Distribution Of Noise

Another rational for Massport's proposal for a new runway is for the equitable distribution of noise. Once again, however, the noise would only be distributed among the same neighborhoods that have **always** had to bear the environmental burden of an expanding airport.

That must stop. 237.2

To distribute noise equitably would mean to site jet service closer to where the passengers who benefit from that service begin and end their trips. With over 55% of Logan's passengers coming from the Route 128 /495 belts, that

II. PLANNED ACTIVITIES

INTRODUCTION

Massport undertakes a capital planning process annually to determine those projects required to maintain and improve the airport. In addition, Massport performs long-term planning studies of current and anticipated future operations at Logan Airport to determine what capital projects are necessary to serve the region's demands. Such studies are documented in the Draft Generic Environmental Impact Report (GEIR) (December 1991).

Based on these studies, Massport has reviewed the present facilities and the need for their modernization. These reviews indicate the need for a variety of physical improvements at Logan Airport including renovation of aging or substandard terminal facilities, enhancement of ground transportation access, consolidation of parking facilities, and improvement of airfield support systems. This chapter describes the status of the modernization program. It explains the principles guiding the development and implementation of the program and outlines the environmental review process anticipated for the individual projects. This Final GEIR does not initiate Massachusetts Environmental Policy Act (MEPA) review of any project described; Massport has prepared and will continue to prepare project-specific Environmental Notification Forms (ENFs), as appropriate.

Logan Airport currently serves approximately 6,600 peak hour passengers and 23 million annual passengers. Modernization planning has been based on a potential future scenario whereby airport facilities and infrastructure would serve nearly twice as many passengers, 12,400 at peak hour and 45 million annually.

PLANNING OBJECTIVES FOR LOGAN AIRPORT

The current planning for the terminal area started with the completion of the 1981 Land Use Plan for Logan Airport. This plan created a series of land use zones for the airport, defining development zones for terminal, cargo facilities, and other airport uses. These recommendations for the distribution of airport land uses have guided most subsequent decisions for the use and development of the airport terminal area.

The publication in 1983 of the I-90/I-93 Draft Environmental Impact Statement by the Massachusetts Highway Department assessed a Third Harbor Tunnel

Post-It' Fax Note 7671

To BILL MANNING		Date 3-31	# of pages ▸ 4
		From AL RAINE	
Co./Dept.		Co.	
Phone #		Phone #	
Fax #		Fax #	

and roadway interchange to Logan Airport. In response to this project, Massport began the Cross Harbor and Regional Transportation Study to examine alternatives for the new tunnel and interchange, to examine future development patterns at Logan Airport, and to examine options to increase high-occupancy vehicle (HOV) use as a means of access to Logan Airport.

The options reviewed included the addition of new unit terminals, an extension of the finger pier/concourse design around the perimeter of the present terminal area, a row of parallel concourses served by people-movers, and a centralized airport. The centralized plan would allow passengers to arrive and depart from a central facility via connections to the present unit terminals.

After extensive review of these options, Massport rejected them as infeasible because of excessive costs, inadequate design, or construction phasing problems. Instead, Massport chose to use the existing facilities where possible.

As Massport approached the 1990s, four specific factors caused Massport to consider particular actions to modernize Logan Airport: the inevitable aging of airport infrastructure and terminals; the anticipated construction of the Third Harbor Tunnel; a shift by the airlines to greater use of higher passenger capacity, widebody aircraft; and continued increases in aviation demand in New England. As a result, Massport initiated modernization studies for Logan Airport aimed at identifying capital improvements that would increase operational efficiency and minimize environmental impacts. The aim of these studies was to:

- Retain present airport size, physical boundaries, runways, and runway configurations;
- Develop a balanced allocation of facilities to provide for all types of airport land uses;
- Preserve future flexibility to adapt to changing conditions at the airport and within the aviation industry; and
- Incorporate the recommendations of prior studies and plans and ongoing articulated policy commitments into the modernization program.

Over the past two years, Massport has undertaken comprehensive planning and programming studies to define each of the key projects needed to modernize Logan Airport. Architectural studies also were completed to establish design guidelines addressing aesthetics, passenger convenience, and functionality of future projects at Logan Airport. These projects are now defined in enough detail to initiate design and environmental review.

Concurrent with planning for major facilities is Massport's ongoing capital planning and budgeting process which includes many small projects such as repairs, access improvements, landscaping, minor alterations, equipment purchase and installation, design and environmental studies and mitigation measures, and data gathering and analysis efforts.

VI. MITIGATION

INTRODUCTION

Massport has worked over the years to mitigate the environmental impacts associated with Logan Airport activities. Massport has been a consistent proponent of innovative mitigation measures to improve the quality of life in neighboring communities. The comprehensive review of long-term impacts in this Generic Environmental Impact Review (GEIR) is aimed at establishing additional effective mitigation procedures for the future operation of Logan Airport.

In 1987, Massport initiated the Logan Growth and Impact Control (LOGIC) Study to determine whether it was possible to keep Logan Airport impacts at or below the level of impacts in 1987 for various future operational scenarios. Phase I and Phase II of the LOGIC Study demonstrate that, with appropriate mitigation, the Logan Airport-related impacts can be kept at or below the 1987 Baseline Conditions for scenarios involving 45 million annual passengers. This is the passenger level assumed to occur in 2010 (in the LOGIC Study Phase II) or in 2024 under the more moderate expectations of Massport technical staff.

As a result of the LOGIC Study, Massport proposes as its overall mitigation goal to keep impacts at or below the 1987 Baseline Conditions. The premise of limiting impacts at levels at or below those experienced in 1987 is the starting point for determining specific mitigation commitments. In support of this goal, Massport will continue its current mitigation policies and further will implement the specific mitigation actions described below. Moreover, Massport proposes to monitor regularly the impacts associated with airport operations in order to measure impacts and to determine the effectiveness of the mitigation program. Massport proposes to file annual updates regarding ground transportation, noise, and air quality, and proposes to file a GEIR every five years. These regular reports will demonstrate whether Massport is achieving its goal and will monitor the effectiveness of the mitigation measures proposed in this Final GEIR. Subsequent GEIRs will describe actual passenger demand growth, future passenger forecasts, impact assessments, and additional mitigation proposals/commitments.

This chapter summarizes the mitigation actions which Massport will undertake. In addition, ongoing mitigation measures are described as well as additional mitigation measures to be studied for their feasibility. Detailed discussion regarding each technical study area can be found in Chapter IV, Environmental Issues, and Chapter V, LOGIC Phase II Findings.

POLICY FRAMEWORK

The effects of Logan Airport's activities upon neighboring residential areas has led to increasing community participation in the airport planning process. Discussion between the community and Massport about the future of the airport resulted in the development and adoption of the 1976 Logan Airport Master Plan, which established policies on physical growth and development at the airport. Guidelines for limiting future growth in land area were established along with other policies committing Massport to be more sensitive to community and environmental concerns. While the policies in the 1976 Master Plan were intended to guide decisions for Logan Airport over the subsequent five- to ten-year period, they continue to guide planning for Logan Airport and have helped form the framework for subsequent mitigation initiatives such as the Noise Rules, the school and residential soundproofing programs, and the Preferential Runway Advisory System, among others.

Since the publication of the 1976 Master Plan, passenger demand at Logan Airport has doubled.[1,2] However, this increase in aviation traffic has been and will continue to be accommodated without expansion of overall runway capacity or airport physical boundaries. Massport has initiated a major new project designed to improve the airport's neighborhood edge and reduce the airport's impact on the community.

Massport is committed to a pro-active approach to control the impacts of the inevitable growth in passenger demand. Massport will continue to follow the major policy commitments summarized within this chapter including the 1976 Logan Airport Master Plan; the Bird Island Flats Agreement; the Massport Environmental, Health, and Safety Policy; and the provision of technical resources to community groups.

1976 Logan Airport Master Plan

With the adoption of the Master Plan in 1976, Massport established a policy framework for airport planning. In the introduction to the Master Plan, Massport presented its objective of balancing regional transportation and economic needs with the needs of Logan Airport's neighbors. The Master Plan has provided guidance to Massport since its adoption by the Board, and Massport will continue to follow its guidelines in the future.

The Master Plan addressed six major policy areas: growth, noise, land use, ground access, the planning process, and affirmative action. In each of these areas, the Master Plan identified proposals to be studied and adopted. Among the notable actions which resulted from the Master Plan are the Noise Abatement Program including a program for soundproofing schools and residences; the divestiture of residential properties in East Boston; the Neptune Road relocation program; ground access service initiatives; and an active and continuing community participation program.

Logan Growth and Impact Control (LOGIC) Study, Phase 1, prepared for Massport by Frederic R. Harris, Inc. June 1991.

Annual Report, Massport, 1990.

Letter 237
William J. Manning
Private Citizens: East Boston

Code	Topic 1	Topic 2	Comment	Response
237.1	Mitigation	Initiatives	The Massport proposals violate commitments made to Logan-impacted neighborhoods not to expand the airports physical size or runway configuration...These understandings are referred to in Massport's 1991 General Environmental Impact Review [Generic Environmental Impact Report]'.	Massport disagrees with this statement.
237.2	Noise	Impacts	Another rational [sic] for Massport's proposal for a new runway is for the equitable distribution of noise. ... To distribute noise equitably would mean to site jet service closer to where the passengers who benefit from that service begin and end their trips.	Comment noted.

LETTER 238

Bcc: Arthur Pugsley@MEPA@EOEA
From: <BIJOM@aol.com>
bject: Runway 14/32 Environmental Review
e: Thursday, April 22, 1999 5:51:38 EDT
ach:
Certify: N
Priority: Normal
Defer until:
Expires:
Forwarded by:

Webster Avenue 1

Boston, MA 02129 East

21, 1999 April

Arthur Pugsley
MEPA
100 Cambridge St.
Boston, MA 02128

Pugsley,

I want to strongly oppose Massport's attempt at squeezing another runway into Logan Airport. It is environmentally unsound, a violation of environmental justice guidelines, and an attempt to undo agreements not to expand Logan that were made to surrounding communities in the early '90s in exchange for previous air and landside improvements that included the third harbor tunnel. 238.1

From an environmental standpoint, a projected reduction in noise that is claimed by Massport through the addition of the new runway can't be guaranteed because there is no guarantee of unidirectional use of 14/32. The runway will only attract new air traffic, just as new highways always attract new auto traffic, and will add to the noise and pollution in the area.

238.2

Runway 14/32 will clearly have an adverse impact on yet another area of East Boston, the Jeffries Point neighbor. With flights going out over the water on take-off, exhaust and jet noise will blow directly back into that heavily populated community and ruin the ambiance of Piers Park, built at great expense and intended as a neighborhood amenity. That park and the surround neighborhood will get the full brunt of gets taking off and landing if 14/32 is allowed to be constructed.

There is too great a reliance on Logan as it is, and additional expansion of facilities and capacity will only make it worse. Massport's projection of future traffic over the next 20 years will make East Boston, Winthrop and ther hard-hit communities. unlivable. Their projected "conservative" mate of so-called equivalent jet operations, furthermore, is expected to w by 50% over the next decade. 238.3

The benefits of further conversion to Stage 3 aircraft, furthermore, are grossly overstated vis a vis future noise levels at Logan. 23 And federal policy also establishes that this project must be considered and evaluated as stimulating growth in aircraft operations at Logan, 23 so Massport's claims to the contrary are ludicrous -- as are its delay models which are in conflict h the FAA's own statistics. 23

More serious is the fact that Massport, in violation of the National Environmental Policy Act, has not explored all the alternatives available to it, including the development of a new major airport, use of Hanscom field, and peak pricing alternatives. 23

Massport is continuing its history of bad faith with the community and distorting the truth in order to place its revenue goals ahead of the well-being of the neighborhoods it has often treated with contempt over the years. That treatment is in stark constrast to its solicitousness toward the communities that surround Hanscom Field, in the 128/495 corridors, who make up more than half of Logan's Massachusetts passengers.

I urge you out of concern for the air we breath and what remains of our quality of life, do not grant Massport the certification it seeks and which it so richly doesn't deserve.

Sincerely,

William J. Manning
1 Webster Avenue
East Boston, MA 02128

Letter 238
William Manning
Private Citizens: East Boston

Code	Topic 1	Topic 2	Comment	Response
238.1	General Opposition		[The Logan expansion] is environmentally unsound, a violation of environmental justice guidelines, and an attempt to undo agreements not to expand Logan that were made to surrounding communities in the early '90s in exchange for previous air and landside improvements that included the third harbor tunnel.	Massport disagrees with this statement.
238.2	Alternatives	Runway 14/32	Runway 14/32 will clearly have an adverse impact on yet another area of East Boston, the Jeffries Point neighbor...exhaust and jet noise will blow directly back into that heavily populated community.	The dispersion modeling results indicate that concentrations of pollutants will be below the NAAQS at all times. The Supplemental DEIS/FEIR reports worst-case conditions, meaning air quality will be better than this under almost all conditions. A full year of actual weather data was used to conduct the dispersion analysis. In summary, actual wind conditions have been used to model pollutant concentrations at Jeffries Point, where no violations of the NAAQS were projected. Furthermore, Runway 14/32 will primarily be used for arrivals. Also it will not increase the number of operations during northwest winds, but will allow projected operations to be accommodated with fewer delays. One-hour VOC concentrations (used as an indicator of odor) increase only slightly at Jeffries Point with the Preferred Alternative, when compared to the No Action Alternative. The predicted increase is so small that changes in odor will remain imperceptible, as measured against the No Action Alternative. Concentrations decrease at all other receptors with the Preferred Alternative. The proposed projects evaluated under each of the alternatives are located on the existing airfield. Implementation of any of the proposed projects will not physically change the urban characteristics or the design of the built environment within adjacent communities when compared to the No-Action Alternative. Off-airport noise impacts from the Preferred Alternative are discussed in Section 6.2 of the Supplemental DEIS/FEIR.

Code	Topic 1	Topic 2	Comment	Response
238.3	Ground Transportation	Access to Logan	Massport's projection of future traffic over the next 20 years will make East Boston, Winthrop and other hard-hit communities. unlivable.[sic] Their projected "conservative" estimate of so-called equivalent jet operations, furthermore, is expected to grow by 50% over the next decade.	In 1998, 77 percent of Logan Airport's jet traffic affected communities to the north and south of the airport—East Boston, Winthrop, Revere, parts of South Boston, Dorchester, Quincy, Milton, and Braintree. Without Runway 14/32, as much as 88 percent of Logan Airport's aircraft operations will overfly these communities when Logan Airport reaches 37.5 million passengers. Construction of Runway 14/32 will allow a more balanced geographic distribution of aircraft operations over populated areas, will increase the number of over-water operations, and will reduce noise exposure for close-in communities. Furthermore, the Supplemental DEIS/FEIR also demonstrates the more equitable balance of noise impacts among communities surrounding Logan Airport that can be achieved with the Preferred Alternative as opposed to the imbalance that occurs today no would occur in the future if no action is taken. PRAS noise goals are based on the fact that DNL levels above 75 dB are considered unacceptable for residential land use and that DNL levels above 70 dB are also excessively high and should be reduced if feasible. PRAS recommendations are thus designed to shift operations off of runways where these high levels still exist – primarily in Winthrop and to the north of Logan Airport in East Boston and Revere.
238.4	Noise	Hushkitted Aircraft	The benefits of further conversion to Stage 3 aircraft, furthermore, are grossly overstated vis a vis future noise levels at Logan.	The study does not overstate the benefit of further conversion to Stage 3 aircraft on future noise levels. It uses two fleet scenarios in which almost all aircraft meet Stage 3 requirements, either as hushkitted Stage 2 aircraft or new Stage 3 aircraft, and three fleet scenarios in which all the aircraft meet Stage 3 requirements. Most of the aircraft are new high-bypass, engine-powered Stage 3 aircraft. Many of the hushkitted aircraft have been retired.
238.5	Environmental Review Process	FAA/NEPA	... federal policy also establishes that this project must be considered and evaluated as stimulating growth in aircraft operations at Logan, so Massport's claims to the contrary are ludicrous.	The Airside Project Draft EIS/EIR and the Supplemental DEIS/FEIR respond to federal and state scoping directives and applicable FAA environmental orders and all other NEPA and MEPA requirements, and provide appropriate analytical content for assessing alternatives.

Letter 238: William Manning
Private Citizens: East Boston

Code	Topic 1	Topic 2	Comment	Response
238.6	Delay	Model	Massport's delay models are in conflict with the FAA's own statistics.	Refer to Section 4.4 of the Supplemental DEIS/FEIR for a discussion on the estimation and modeling of flight delays. It includes a description of FAA and U.S. DOT delay measures and their limitations, an explanation of computer models for estimating flight delays, and historical data on delays at Logan Airport and other major United States airports. The methodology used for the Airside Project includes the effects of constraints at Logan Airport, and produces lower delay estimates than FAA modeling. The FAA approved all the models, which have been validated in previously published studies of Logan Airport. The FAA Technical Center was responsible for the capacity and delay results in the 1992 FAA Capacity Enhancement Report for Logan Airport that concluded the need for Runway 14/32, reduced minimums and taxiway improvements. The Technical Center simulated Logan Airport airfield operations with the RDSIM model and estimated that when activity reached 504,000 annual operations, total delay would exceed 260,000 hours per year. The Airside Project Draft EIS/EIS forecasts delays to increase to 157,500 hours per year when annual operations reach 510,000 with the 29M Low Fleet scenario. The Supplemental DEIS/FEIR compares the FAA Technical Center delay estimates in 1992 with those of the Logan Airside Project estimates. The FAA has concluded that the Airside delays represent "a plausible and conservative estimate...." The FAA consistently rates Logan Airport as one of the most delay prone airports in the United States Logan Airport's estimated annual delay hours are over five times the FAA's 20,000-hour threshold for a severely delayed airport.

Code	Topic 1	Topic 2	Comment	Response
238.7	Environmental Review Process	NEPA	Massport, in violation of the National Environmental Policy Act, has not explored all the alternatives available to it, including the development of a new major airport, use of Hanscom Field, and peak pricing alternatives.	In January 2000, in response to the FAA's review of the Draft EIS, the FAA called for preparation of a Supplemental Draft EIS to address specific issues identified by the FAA following input from a SDEIS Panel consisting of six persons. A second major airport is not a solution to the current delay and congestion problems at Logan Airport. The Proposed Project to reduce delay and enhance safety at Logan Airport must be implemented in the near term to address current and future operating conditions. The Airside Project Draft EIS/EIR and the Supplemental DEIS/FEIR specifically considered the role of Hanscom Field in the analysis of regional alternatives. Hanscom Field, which serves as a general aviation reliever airport to Logan Airport, already accommodates a significant number of aircraft operations (183,000 operations in 1998). The Hanscom Field activity includes private, business, charter, and air taxi operations that might otherwise use Logan Airport. Since the Airside Project Draft EIS/EIR was filed, Shuttle America, a newly founded airline, began commercial scheduled operations at Hanscom Field, offering limited turboprop services to short-haul regional markets – Trenton, Buffalo, Hartford (discontinued), Wilmington, Delaware (discontinued), and Greensboro. Shuttle America is also conducting operations between Hanscom and New York LaGuardia Airport. While Massport supports commercial service at Hanscom Field consistent with its established policy (60-seat regulation), it believes that Hanscom Field will maintain its role as a major general aviation reliever, and that its geographic proximity to Logan, Worcester Regional and Manchester airports will prevent its development as a significant commercial airport. Additionally, commuter airlines serving Logan Airport are unlikely to move a significant number of flights from Logan Airport to Hanscom Field, since approximately 50 percent of passengers on Logan Airport's commuter flights connect to other Logan Airport flights. However, any new commercial service initiatives proposed for Hanscom Field shall be reviewed for consistency with the *Hanscom GEIR* (HGEIR), its Annual Updates, and applicable regulatory limitations, and shall be considered by the Hanscom Field Advisory Committee. Refer to Section 2.6 of the Supplemental DEIS/FEIR for a discussion of Hanscom Field. The environmental impacts of commercial services at Hanscom Field are summarized from the HGEIR and appear in Appendix B of the Supplemental DEIS/FEIR. Section 4.5 of the Supplemental DEIS/FEIR provides an updated discussion of PPP at Logan Airport and an analysis of the implications of an illustrative conceptual small community exemption program. PPP was included among the Airside Project alternatives to address delays caused by over-scheduling. The potential impact of PPP on the fleet mix at Logan Airport is discussed in Section 4.5.2 of the Supplemental DEIS/FEIR. Section 4.5.3 of the Supplemental DEIS/FEIR provides an analysis of a PPP Exemption program.

173 Lexington Street
East Boston, MA 02128

Mr. Robert Durand, Secretary
Executive Office of Environmental Affairs
100 Cambridge Street
Boston, MA 02202

LETTER 239

March 8, 1999

Dear Secretary Durand,

As a life long resident, environmental activist and homeowner in East Boston, I write to urge you to oppose
Massport's proposed runway 14/32, which has very little to do with delay reduction and everything to do with
expansion of capacity at Logan. According to Massport's MEPA EIS report, the runway would reduce delays
only 20% of the time AND would be effective only until the year 2003, when delays at Logan will be *at or above*
today's levels. The permanent environmental damage that would be inflicted on Boston residents cannot be 239.1
justified by this short-sighted, ineffective proposal.

Because of increased flight operations on existing runways if 14/32 is built, residents of Boston and surrounding areas *who already bear an unfair portion* of the noise, air pollution and auto traffic caused by Logan will be permanently and dangerously impacted with triple the amount of planes passing over our homes. With 14/32, operations on runway 27 (impacting Roxbury, South Boston, the South End, Dorchester, Jamaica Plain, Roslindale, West Roxbury and Brookline) will increase from 18,000 to 56,495 annually. Operations on runway 33 (affecting East Boston, Chelsea, Charlestown, Revere, Somerville, Cambridge, Winthrop, Melrose) will increase from 6,082 to over 21,000 annually.

Massport's EIS report makes the case for a new runway at Logan, but doesn't mention that every year since
1992, delays at Logan have gone down or remained stable. This information is publicly available in the Federal
Aviation Administration's 1998 ACE (Airport Enhancement Capacity) Report. The only reason that Massport 239.2
can claim the Logan has a "delay problem," is because Massport chooses to use exceedingly high "maximum
capacity" goals. The ideal number of planes that an airport handles per hour (Maximum Capacity) varies
nationally from airport to airport and ranges from anywhere to 50 planes per hour to 150 planes per hour. The
determination of maximum capacity goals depends on the location of an airport.

Obviously, airports such as Dallas or Denver, located on wide open, relatively unpopulated land can aim for higher maximum capacity numbers. Airports located in the middle of densely populated urban areas must accept the fact that because of environmental and health concerns, their maximum capacity will be lower than that of airports in non-urban areas. Massport claims to be number 5 in national airport delays (actually, according to the 1998 FAA ACE Report, they are number 7). In any case, the only reason they are able to claim that Logan is a "high delay" airport is because they aim for 120 planes per hour as their maximum capacity. If they set their goals to a more realistic 90 planes per hour (used in other urban airports), Logan would not have a serious delay problem.

Massport's EIS represents the interests of airlines and airport-related businesses, all of whom stand to make big
profits if Logan's overall capacity is increased by runway 14/32. None of these groups care about the impact
14/32 will have on human beings, because none of them live in the impacted communties. The EIS does not take
into account health impacts (Boston's inner city neighborhoods already have the highest asthma, emphysema and 239.3
respiratory infection levels in the State - conditions greatly aggravated by plane and car fumes). The EIS does not
take into consideration the environmental and quality of life issues of Boston's inner city residents. The EIS does
not include the negative indemnity of real estate prices for the thousands of homes under the flight paths, nor the 239.4
City's future lost tax revenues when what's left of Boston's middle class leave the area because they can no
longer stand the persistent and excessive plane noise and fumes. These are serious concerns that demand your

attention. Please reject Massport's EIS, support the present court injunction against 14/32, and encourage Massport to seek alternative methods to handle projected air travel increases.

Massport should direct significantly more flights to Hanscom Airport located just 25 minutes from Boston and presently utilized at only a third of its capacity. Hanscom presently has the runway capacity to handle commercial commuter planes. Massport could redesignate Hanscom as a commercial commuter airport instead of an elitist "small corporate jet" airport, as it is now designated. By increasing air traffic at Hanscom, Worcester, Manchester and Providence to the maximum capacity possible, Massport can avoid future delays at Logan AND allow Boston residents to maintain some semblance of a healthy quality of life. 23

Another alternative which Massport has been unwilling to implement is Peak Hour Pricing, a demand management tool which is very successfully used in the hotel and tourism industry as well as the electric utility industry. For profit reasons, airlines prefer to increase capacity rather than manage demand. In a democratic society, profit motives must not overrule the well-being of that society's citizens. Massport has the regulatory power and political clout to become a national trail blazer in airport demand management and should at least give this tool a year long trial implementation before proposing band-aid solutions that cause extreme environmental danger and hardship for Boston residents. Even the Volpe National Transportation System Center, which works closely with the FAA, admits on their website that "the present and predicted demands on airports cannot be met by constructing additional runways". 239

I write to you as a fourth generation East Bostonian who would like to be able to raise my children in the community where my parents, grandparents and I grew up. My home is located under the Runway 33 flight path (but according to Massport's outdated noise contour lines, we do not qualify for sound proof windows). As I write this, a plane passes over my house every 2 minutes and I can't imagine what our lives will be like if the number of flights on runway 33 triples. Thank you for your attention to this critical issue.

Sincerely,

Regina Marchi

Regina M. Marchi

Letter 239
Regina M. Marchi
Private Citizens: East Boston

Code	Topic 1	Topic 2	Comment	Response
239.1	Analysis Assumptions/ Methodologies	Planning Period	According to Massport's MEPA EIS report, the runway would reduce delays only 20% of the time AND would be effective only until the year 2003, when delays at Logan will be at or above today's levels. The permanent environmental damage that would be inflicted on Boston residents cannot be justified by this short- sighted, ineffective proposal.	Based on simulation modeling, Logan Airport experienced 120,000 hours of runway-related delays in 1998. If no actions are taken, runway-related delays are forecast to grow as high as 333,000 hours under a 37.5M High Fleet scenario. The Preferred Alternative produces immediate and long-term benefits by lowering runway delays by 38,000 hours if it had been in place in 1998, and by as much as 94,000 hours in the future 37.5M High Fleet scenario. Because of the impact of the regional alternatives, the 37.5M High Fleet scenario is not expected to be achieved until 2015. The sooner airside efficiencies are implemented; the more benefits will accrue over time. Section 4.6 of the Supplemental DEIS/FEIR shows that delay reduction benefits increase over time as traffic levels increase.
239.2	Delay	Model	Massport's EIS report makes the case for a new runway at Logan, but doesn't mention that every year since 1992, delays at Logan have gone down or remained stable. ...Federal Aviation Administration's 1998 ACE (Airport Enhancement Capacity) Report. The only reason that Massport can claim the Logan has a "delay problem," is because Massport chooses to use exceedingly high "maximum capacity" goals.	Logan Airport flight delays, as measured by the FAA, did decline between 1993 and 1997. Nevertheless, the same data show that Logan Airport was consistently ranked as one of the nation's most delayed airports throughout this period. In 1998, delayed flights at Logan Airport, as reported by the FAA increased by more than 30 percent and continued to increase in 2000. In 2000, Logan was the second most delayed airport in the United States for arrivals. This represents the worst rank in Logan Airport's history. There are three reasons for the decline in delays between 1993 and 1997. First, in 1997, the number of hourly scheduled flights was less than Logan Airport's normal operating capacity of 120 flights per hour, unlike 1993, when airlines scheduled flights well beyond Logan Airport's hourly capacity. Second, Logan Airport's hourly demand profile is flatter than it was in 1993. Airlines are spreading scheduled flights throughout the day taking advantage of Logan Airport's off-peak hours (*e.g.*, 10 AM to 1 PM). Finally, airlines are carrying more passengers per flight. In fact, with roughly the same number of flights as in 1993, Logan Airport accommodated over 3 million more passengers. One reason for this is that the regional carrier network serving New England is more efficient. In 1993, there were three regional carrier systems serving 2.1 million regional passengers at Logan Airport. Since 1994, Logan Airport has been served by two regional airline systems (Business Express, now American Eagle, and US Airways Express). These carriers handled 2.2 million Logan Airport passengers in 1998. Key lessons learned from this are: 1) while PPP might work in conditions of overscheduling, such as the 1993 environment, because there is no sustained period of flight overscheduling at Logan Airport today, PPP would not provide meaningful delay reduction in the current operating environment; and 2) while delays declined from 1993 to 1997, Logan Airport continued to be one of the most delayed airports in the country because, even though carriers were more efficient at scheduling flights, delays caused by wind and weather continued to occur.

Code	Topic 1	Topic 2	Comment	Response
239.3	Public Health	Effects	The EIS does not take into account health impacts (Boston's inner city neighborhoods already have the highest asthma, emphysema and respiratory infection levels in the State--conditions greatly aggravated by plane and car fumes). The EIS does not take into consideration the environmental and quality of life issues of Boston's inner city residents.)	The available public health studies for communities adjacent t Logan Airport were reviewed and are presented in Section 6.8 of the Supplemental DEIS/FEIR. Public health status reports were available for the City of Boston; however, comparable public health reports were not available from the Public Health Departments of Chelsea, Revere, and Winthrop. A review of the available information did not indicate any causal relationship based on proximity to the airport, nor did it identify hearing loss as a public health concern.
239.4	Alternatives	Impacts	The EIS does not include the negative indemnity of real estate prices for the thousands of homes under the flight paths, nor the City's future lost tax revenues when what's left of Boston's middle class leave the area because they can no longer stand the persistent and excessive plane noise and fumes.	Section 1.3 of the Supplemental DEIS/FEIR discusses the importance of Logan Airport to the regional economy. The Airside Project Draft EIS/EIR and the Supplemental DEIS/FEIR analyze the environmental impacts of the Airside Project, consistent with established federal and state scoping directives. Appropriate mitigation associated with the Airside Project has also been established. Massport has programs in place to reduce the environmental impacts associated with Logan Airport as a whole. These initiatives are described in the *Logan Airport ESPR* and its updates.
239.5	Regional Transportation	Regional Airports	Massport should direct significantly more flights to Hanscom Airport, located just 25 minutes from Boston and presently utilized at only a third of its capacity.	Hanscom Field, which serves as a general aviation reliever airport to Logan Airport, already accommodates a significant number of aircraft operations (183,000 operations in 1998). Th Hanscom Field activity includes private, business, charter, and air taxi operations that might otherwise use Logan Airport. Since the Airside Project Draft EIS/EIR was filed, Shuttle America, a newly founded airline, began commercial scheduled operations at Hanscom Field, offering limited turboprop services to short-haul regional markets – Trenton, Buffalo, Hartford (discontinued), Wilmington, Delaware (discontinued), and Greensboro. Shuttle America is also conducting operations between Hanscom and New York LaGuardia Airport. While Massport supports commercial service at Hanscom Field consistent with its established policy (60-seat regulation), it believes that Hanscom Field will maintain its role as a major general aviatio reliever, and that its geographic proximity to Logan, Worcester Regional and Manchester airports will prevent its development as a significant commercial airport. Additionally, commuter airlines serving Logan Airport are unlikely to move a significant number of flights from Logan Airport to Hanscom Field, since approximately 50 percent of passengers on Logan Airport's commuter flights connect to other Logan Airport flights. However, any new commercial service initiatives proposed for Hanscom Field shall be reviewed for consistency with the *Hanscom GEIR* (HGEIR), its Annual Updates, and applicable regulatory limitations, and sha be considered by the Hanscom Field Advisory Committee. Refer to Section 2.6 of the Supplemental DEIS/FEIR for a discussion of Hanscom Field. The environmental impacts of commercial services at Hanscom Field are summarized from the HGEIR and appear in Appendix B of the Supplemental DEIS/FEIR.
239.6	Alternatives	Peak Period Pricing	Another alternative which Massport has been unwilling to implement is Peak Hour Pricing, a demand management tool which is very successfully used in the hotel and tourism industry as well as the electric industry. ... In a democratic society, profit motives must not overrule the well-being of that society's citizens.	The Airside Project Draft EIS/EIR and the Supplemental DEIS/FEIR contain an analysis of PPP as a demand management alternative at Logan Airport. The analys indicates that PPP is an effective option when airlines schedul beyond the normal hourly operating capacity of the airport, and provides an assessment of the extent of the benefits of PPP under such circumstances. See Section 4.5 of the Supplemental DEIS/FEIR.

Letter 239: Regina M. Marchi
Private Citizens: East Boston

LETTER 240

Bcc: Arthur Pugsley@MEPA@EOEA
From: <REGMIR@aol.com>
bject: MASSPORT HAS NOT INFORMED NEW COMER POPULATIONS
e: Wednesday, April 21, 1999 17:20:23 EDT
ach:
Certify: N
Priority: Normal
Defer until:
Expires:
Forwarded by:

Dear Mr. Pugsley,

I urge you to reject Massport's DEIS on the grounds that it uses old data to
mislead the public regarding the delay situation at Logan. Delays at Logan
were a non-issue before Massport began its campaign to build 14/32. Why did
Massport develop its own delay measurement tool rather than use the 240.1
FAA-approved delay measurement procedures? Why does Massport find it
necessary to spenf 3 million dollars on consultants and advertisments?
BECAUSE THEY ARE MISLEADING THE PUBLIC.

More importantly, MASSPORT HAS NOT TRANSLATED ANY INFORMATION REGARDING 14/32
or its impacts into Spanish, Haitian Kreyol, Vietnamese or Cambodian, even
though these populations comprise a significant amount of the residents who
will be affected by 14/32 in areas such as East Boston, Chelsea, Jamaica
Plain, Roxbury, Dorchester, Roslindale and the South End. At present, most 240.2
these people have no idea that Massport is planning to build a runway that
triple plane noise over their homes and make auto traffic and air
pollution unbearable. Translation of important information is standard
practice in both state and city agencies..even the utilitiy companies offer
multi-lingual information. Under MEPA and NEPA regulations, Massport had an
obligation to inform the public, particularly the affected communities, of
the 14/32 plan and its impacts. By not translating information, they have
failed to do this.

Sincerely,

Mrs. Regina Marchi
173 Lexington Street East Boston, MA 02128

Letter 240
Regina M. Marchi
Private Citizens: East Boston

Code	Topic 1	Topic 2	Comment	Response
240.1	Delay	Model	Delays at Logan were a non-issue before Massport began its campaign to build 14/32. Why did Massport develop its own delay measurement tool rather than use the FAA-approved delay measurement procedures?	Refer to Section 4.4 of the Supplemental DEIS/FEIR for a discussion on the estimation and modeling of flight delays. It includes a description of FAA and U.S. DOT delay measures and their limitations, an explanation of computer models for estimating flight delays, and historical data on delays at Logan Airport and other major United States airports. The methodology used for the Airside Project includes the effects of constraints at Logan Airport, and produces lower delay estimates than FAA modeling. The FAA approved all the models, which have been validated in previously published studies of Logan Airport.
240.2	Environmental Justice	Demographic Data	Massport has not translated any information regarding 14/32 or its impacts into Spanish, Haitian Kreyol [sic], Vietnamese or Cambodian, even though these populations comprise a significant amount of the residents who will be affected by 14/32...Under MEPA and NEPA regulations, Massport had an obligation to inform the public, particularly the affected communities, of the 14/32 plan and its impacts. By not translating information, they have failed to do this.	The Environmental Justice analysis was significantly expanded in Section 6.8 of the Supplemental DEIS/FEIR. Low-income and minority populations were defined in accordance with Federal Executive Order 12898, the U.S. DOT Final Order, and the Council on Environmental Quality's guidance on Environmental Justice. In addition, the analysis of low-income populations was expanded to include households at 150 percent of poverty level. This analysis found that there is no high and adverse disproportionate impact to low-income and minority populations from the Preferred Alternative. Adverse impacts are not predominately borne by low-income or minority populations. Only 21 percent of the population within the 65 dB DNL contour for the Preferred Alternative is minority, compared to the Suffolk County minority population of 38 percent. Less than two percent of the population within the 65 dB DNL contour for the Preferred Alternative has a household income less than 150 percent of poverty level. The additional area within the 65 dB DNL noise contour associated with the Preferred Alternative includes a predominately Hispanic neighborhood in Chelsea which is predicted under worst case assumptions to experience an increase of 0.6 dB or less. Under FAA standards, this change is not a significant adverse impact. Mitigation of the increased noise within the 65 dB DNL noise contour will be provided to affected communities in the form of residential sound insulation.

Elizabeth (Betty) Mazzarini
299 Maverick Street
East Boston, Mass. 02128

March 18, 1999

Mr. John Rodman,
Executive Officer of Environmental Affairs
100 Cambridge Street
Suite 2000
Boston, Ma. 02202

LETTER 241

Dear Mr. Rodman:

This is a letter in opposition to the 14/32 Runway being proposed by the Massachusetts Port Authority.

As a life-long resident of the East Boston community, what happens at Logan Airport is of great concern to me.

There have been many battles my community has fought in order to bring some peace and tranquility into the lives of those who want to live in the homes of their own choice.

One of these battles was fought in 1968 when dirt trucks were bringing illegal fill onto Bird Island Flats until the "Maverick Street Mothers", of which I am a member, stopped them bodily until Massport got the necessary papers and built an alternative road on their own property in order for them to continue bringing in the fill again.

Another battle in 1970 was against the STOL (Short Take Off and Landing) Runway. This runway, was proven not to be beneficial in alleviating any noise or air pollution from our neighborhood or any other neighborhood and was ultimately defeated. An injunction was instituted so that this STOL Runway could not be built to this day!

Massport is now resurrecting the same proposal under the name of 14/32 and trying to have the court injunction lifted so that it can be built. If this proposal failed in the 1970's, what has changed to make it passable now?? 241.1

The neighborhoods are still here and so is Logan. This proposal would affect not only East Boston, Chelsea, Revere, South Boston, and Winthrop, which all receive the bulk of the air and noise pollution, but, would extend to Saugus, Everett, Charlestown, Cambridge, Dorchester, Quincy, Hull, etc.

Massport has presented 8 volumes of an impact study which I am sure is very impressive and has figures showing decimal levels of the noise in these communities at a low percentage. But, we, the people who live in these communities surrounding Logan, are unable to document our living conditions. We have neither the money, nor the means, to present volumes of data in opposition to the figures given by the Massport studies.

You, the deciding factor, have to rely on our word!

In the summer, when having a cook-out, you get the smell of jet fumes, instead of Bar-B-Que. Our windows have to remain closed all summer because of the smell of these same fumes and the noise, which makes it impossible to enjoy our own homes. If you hang your clean wash on a line out-doors, your clothes have the smell of jet fumes and soot when you bring them in. And, when you fall asleep or are watching T.V., the noise of planes flying overhead either awakens you or, comes at the most important part of the movie and drowns out the sound.

These, Mr. Rodman, are some of the so-called "benefits" to living so close to Logan. How would you like living under these conditions?

Because Logan exists and is here to stay, we try to accept it. But, WE DO NOT have to accept the fact that it wants to continue to grow so as to accomodate the travelers and the big businesses of this city. WE DO NOT have to, nor intend to, sit back and allow our constitutional rights to be taken from us or over-looked. We, as residents of East Boston, WILL continue to fight for our homes and living conditions! We hope that those who must make the decisions which involve, include, and affect OUR way of living, will realize that we, too, are entitled to live where we choose, with the same considerations as those who live in the suburbs.

Never, do we expect complete peace or tranquility because of Logan being within our midst. But, we can hope to maintain the level of what we now have and, not allow it to be taken away completely.

Please take our plight seriously and consider the neighborhoods surrounding Logan.

Vote to maintain the injunction on this runway and help us defeat the Massport proposal again. The need for another airport is the issue. Logan HAS, indeed, reached its saturation point many years ago.

Thank you.

Sincerely,

Betty Mazzarini

Elizabeth (Betty) Mazzarini
East Boston resident

cc: Robert Durand, Secretary EOEA
East Boston Times
East Boston Sun Transcript

Letter 241
Elizabeth Mazzarini
Private Citizens: East Boston

Code	Topic 1	Topic 2	Comment	Response
241.1	Environmental Review Process	Public Process	[Massport has continuously expanded with no regard for the residents of neighboring communities. Why is the current proposal for runway 14/32 different from the STOL runway stopped by the courts in the 1970s?]	The proposed uni-rectional Runway 14/32 is different from the runway proposed in the 1970s because under the current proposal all operations would occur over water, i.e., aircraft would arrive to the Runway 32 end with an approach over water and aircraft would depart from the Runway 14 end with a departure track over water. There would be no arrivals to the Runway 14 end and no departures from the Runway 32 end. Uni-directional Runway 14/32 would allow Logan Airport to maintain a three-runway configuration in Northwest winds, which would significantly reduce aircraft delays that occur in northwest winds. If Runway 14/32 was available in 1998, runway related delays would have been reduced by Runway Runway 32 percent. The proposed unidirectional Runway 14/32 would also provide FAA air traffic controllers with the ability to redirect more aircraft over water and away from people.

LETTER 242

April 8, 1999

Robert Durand
Massachusetts Environmental Policy Agency
100 Cambridge Street Suite 2000
Boston, MA 02202

James M McBride
10 Orleans Street # 404
East Boston, MA 02128

Dear Mr. Durand,

I am an 11 year resident of East Boston and would like to express my opinion regarding Massports expansion and proposed runway 14/32. East Boston residents have always lived in the shadow of Logan. I knew that when I moved to 10 Orleans Street here in East Boston. But to think Boston can survive another century without a second airport is crazy. 14/32 is a Band-Aid at best. There is a court injunction from the 1970s prohibiting Massport in building 14/32. There must be compelling reasons in that court decision why 14/32 is a bad idea. Health concerns and excess noise is fueling my opposition to runway 14/32. The proposed runway will directly affect my neighborhood. When second airports come up in conversations with either massport or the governor's office, Providence and Manchester's airports are mentioned as alternatives. It doesn't seem realistic that Massport and the Commonwealth would, or should give up the lucrative revenues (taxes) which come with the traveler. Massachusetts needs a second regional airport! Massport admits delays will surpass today's figures in 6-10 years even with the addition of 14/32.

242.1

These issues are bringing East Boston residents together like I have never seen before. I would be very interested in knowing how you stand on this issue? Thank you for listening.

Sincerely,

Jim McBride

Letter 242
Jim McBride
Private Citizens: East Boston

Code	Topic 1	Topic 2	Comment	Response
242.1	Public Health	Effects	[Massachusetts needs a second major airport. The construction of Runway 14/32 is a temporary measure and will only serve to increase health effects in my East Boston neighborhoods.]	A second major airport is not a solution to the current delay and congestion problems at Logan Airport. The Proposed Project to reduce delay and enhance safety at Logan Airport must be implemented in the near term to address current and future operating conditions. The available public health studies for communities adjacent to Logan Airport were reviewed and are presented in Section 6.8 of the Supplemental DEIS/FEIR. Public health status reports were available for the City of Boston; however, comparable public health reports were not available from the Public Health Departments of Chelsea, Revere, and Winthrop. A review of the available information did not indicate any causal relationship based on proximity to the airport, nor did it identify hearing loss as a public health concern.

LETTER 243

56 Princeton Street
East Boston, MA 02128
April 22, 1999

Exuctive Office of Environmental Affairs
ATTENTION MEPA OFFICE
Arthur Pugsley #10458
100 Cambridge Street, Room 2000
Boston, MA 02202

Re: Runway 14/32

Dear Mr. Pugsley:

I am writing to voice my opposition to Runway 14/32. East Boston is already saturated with noise and air pollution from Logan Airport. Another 23,000 flights over East Boston each year is simply outrageous. 243.1

Very truly yours,

Francis McHugh, Esq.

Francis McHugh

Letter 243
Francis McHugh
Private Citizens: East Boston

Code	Topic 1	Topic 2	Comment	Response
243.1	General Opposition		I am writing to voice my opposition to Runway 14/32. East Boston is already saturated with noise and air pollution from Logan Airport. Another 23,000 flights over East Boston each year is simply outrageous.	The goals of the Airside Project are to reduce delay, increase the airport's efficiency, and improve airfield safety in an environmentally responsible manner. The construction of unidirectional Runway 14/32 would prevent the significant drop in airfield capacity that now occurs during northwest wind conditions. The runway would not increase Logan Airport's normal operating capacity of approximately 120 operations per hour which is available nearly 80 percent of the year, but rather would allow this capacity to be maintained more consistently.

LETTER 244

92 Marginal Street
East Boston, Massachusetts

April 22, 1999

Robert Durand, Secretary
Massachusetts Executive Office of Environmental Affairs
Leverett Saltonstall State Office Building, 20th floor
100 Cambridge Street
Boston
Massachusetts
02202

ATTENTION: Arthur Pugsley

This concerns the Boston Logan Airport runways and taxiways proposal (EOEA #10458).

I understand that a significant percentage of flights *or* passengers from Boston Logan Airport originate at or are destined for New York City and Newark, New Jersey. With the approach of the Northeast Corridor high speed trains between these cities, I believe the planners should first learn the long term effect of the high speed service on the Boston-New York City-Newark market, for express (that is, time-sensitive) cargo as well as for passengers. After this, planning the runways project can proceed with *more* certainty of the needs of travelers than planners have now. 244.1

Considerable terminals and garage expansions have been taking place at the airport. Should the runways and taxiways improvements have been considered before the terminals and garages were expanded? Would Massport seek to expand the latter again if the runways and taxiways expand? 244.2

I appreciate whatever attention you give to this letter and for adding it to the environmental review record for the Boston Logan runways and taxiways improvement project.

Sincerely,

Christopher J. Morton

Christopher J. Morton

Letter 244
Christopher J. Morton
Private Citizens: East Boston

Code	Topic 1	Topic 2	Comment	Response
244.1	Regional Transportation	Passenger Rail	...planners should first learn the long term effect of the high speed service on the Boston-New York City-Newark market, for express (that is, time-sensitive) cargo as well as for passengers. After this, planning the runways project can proceed with more certainty of the needs of travelers than planners have now.	The potential diversion of cargo operations was not specifically analyzed because cargo operations account for only two percent of aircraft activity at Logan Airport and since most all-cargo aircraft operate during off-peak hours, cargo operations do not contribute to delays at Logan Airport. However, all cargo operations were included in the future fleets analyzed in the Airside Project. Additionally, some cargo is now being diverted to regional airports as indicated by the strong growth in cargo services and air cargo activity at the regional airports.
244.2	Cumulative Impacts	Landside Improvements	... Would Massport seek to expand the [terminals and garages] again if the runways and taxiways expand?	The purpose of the Airside Improvements Planning Project is to reduce current and projected levels of airfield congestion and delay and to enhance the safety of aircraft operations at Logan. Massport's proposed landside improvements are planned to enhance the efficiency of passenger processing, and include terminal modernization, as well as roadway, parking and service area improvements. The landside projects will not affect the design or implementation of the Airside Project, which has independent utility, nor will the Airside Project improvements affect the design or implementation of any of the landside projects. All airside and landside projects, where required, will continue to be the subject of separate comprehensive environmental analysis by project proponents in accordance with federal and state regulations. As expressed in the May 7, 1999 EOEA Certificate, Massport's Environmental Planning and Status Report (ESPR, formerly GEIR) process "is expected provide a big picture cumulative impact analysis of Logan operations, impacts and mitigation. It complements the project-specific EIRs," such as this one for the Airside Improvements, "helps to focus the review process of individual EIRs, and ensures that segmented project review does not occur in the context of MEPA review at Logan Airport."

JEAN RIESMAN 188 WEBSTER STREET ◆ EAST BOSTON MA ◆ 02128
PH: (617) 567-2104 ◆ FAX: (617) 567-6748

Robert A. Durand, Secretary
Executive Office of Environmental Affairs
100 Cambridge St. – Room 2000
Boston MA 02202

LETTER 245

RE: Logan 2000 Airside Improvements Project Draft EIS/EIR

April 22, 1999

Dear Secretary Durand,

I am writing to ask you to find the Massachusetts Port Authority's Logan 2000 Airside Improvements
Project Draft Environmental Impact Statement/Environmental Impact Report inadequate and to require
Massport to undertake a full examination of both the true impacts of and the real alternatives to its
proposed Runway 14/32 (also known as the Short Take-off and Landing, or STOL, Runway) and new 245.1
centerfield taxiway. As a longtime resident of East Boston, I am outraged that neither the clear and
significant impacts of this "improvements" project on my neighborhood nor the well-founded objections of
its residents have not received fair consideration in Massport's environmental documents.

Since the 1974 court order against Runway 14/32, no Massport administration until now has revived the
agency's efforts to complete and open the runway, and for good reason. Its putative benefits are far
outweighed by its environmental impacts on surrounding communities already saturated by the noise,
pollution, traffic, and other off-airport consequences of airport growth. Because Massport used outdated 245.2
studies and figures that distort the benchmarks for these impacts, the Draft EIS/EIR does not fairly
represent their future intensification. Massport also failed to acknowledge the fact that because a number
of major airlines have sought waivers, the conversion of airline fleets from Stage 2 to Stage 3 (that is, from 245.3
noisier to quieter) aircraft will be significantly slowed, diminishing any noise benefit Massport anticipates
from changes in the fleet mix. In addition, Massport departed from established FAA modeling guidelines,
further understating the combined effects of Runway 14/32 and the new centerfield taxiway. 245.4

Finally, Massport has ignored the full range of available alternatives: regionalization of air traffic, including
facilities at Hanscom, Worcester, Providence RI, and Manchester NH, as well as the potential for cargo 245.5
diversion to Pease in southern New Hampshire. The state and the agency have long skirted the need to
seriously consider, study, and set land aside in the area beyond Route 128, where more than half of Logan's
traffic originates, for a second airport with a fast-rail link to Boston.

Please use your statutory authority to require Massport to fulfill its public obligations under MEPA by undertaking a full and accurate study of its proposed airfield expansion program – a study that gives Logan-impacted communities fair consideration and weighs the genuine alternatives available.

Sincerely,

cc: Governor Paul Cellucci
Mayor Thomas Menino
Peter Blute, Executive Director, Massachusetts Port Authority

Letter 245
Jean Riesman
Private Citizens: East Boston

Code	Topic 1	Topic 2	Comment	Response
245.1	Environmental Review Process	MEPA	...require Massport to undertake a full examination of both the true impacts of and the real alternatives to its proposed Runway 14/32 (also known as the Short Take-off and Landing, or STOL, Runway) and new centerfield taxiway...neither the clear and significant impacts of this "improvements" project on my neighborhood nor the well-founded objections of its residents have not [sic] received fair consideration in Massport's environmental documents..	The Draft EIS/EIR and the Supplemental DEIS/FEIR analyze the environmental impacts of the Airside Project, consistent with established federal and state scoping directives. Appropriate mitigation associated with the Airside Project has also been established. Massport has programs in place to reduce the environmental impacts associated with Logan Airport as a whole. These initiatives are described in the *Logan Airport ESPR* and its updates.
245.2	Alternatives	Impacts	...the runway ... benefits are far outweighed by its environmental impacts on surrounding communities already saturated by the noise, pollution, traffic, and other off-airport consequences of airport growth.	The Airside Project Draft EIS/EIR and the Supplemental DEIS/FEIR analyze the environmental impacts of the Airside Project, consistent with established federal and state scoping directives. Appropriate mitigation associated with the Airside Project has also been established. Massport has programs in place to reduce the environmental impacts associated with Logan Airport as a whole. These initiatives are described in the *Logan Airport ESPR* and its updates.
245.3	Noise	Hushkitted Aircraft	Massport also failed to acknowledge the fact that because a number of major airlines have sought waivers, the conversion of airline fleets from Stage 2 to Stage 3 (that is, from noisier to quieter) aircraft will be significantly slowed, diminishing any noise benefit Massport anticipates from changes in the fleet mix.	The phaseout of Stage 2 aircraft operations was complete as of December 31, 1999. The study does not overstate the benefit of further conversion to Stage 3 aircraft on future noise levels. It uses two fleet scenarios in which almost all aircraft meet Stage 3 requirements, either as hushkitted Stage 2 aircraft or new Stage 3 aircraft, and three fleet scenarios in which all the aircraft meet Stage 3 requirements. Most of the aircraft are new high-bypass, engine-powered Stage 3 aircraft. Many of the hushkitted aircraft have been retired.

Code	Topic 1	Topic 2	Comment	Response
245.4	Delay	Model	Massport departed from established FAA modeling guidelines, further understating the combined effects of Runway 14/32 and the new centerfield taxiway.	Refer to Section 4.4 of the Supplemental DEIS/FEIR for a discussion on the estimation and modeling of flight delays. It includes a description of FAA and U.S. DOT delay measures and their limitations, an explanation of computer models for estimating flight delays, and historical data on delays at Logan Airport and other major United States airports. The methodology used for the Airside Project includes the effects of constraints at Logan Airport, and produces lower delay estimates than FAA modeling. The FAA approved all the models, which have been validated in previously published studies of Logan Airport. The FAA Technical Center was responsible for the capacity and delay results in the 1992 FAA Capacity Enhancement Report for Logan Airport that concluded the need for Runway 14/32, reduced minimums and taxiway improvements. The Technical Center simulated Logan Airport airfield operations with the RDSIM model and estimated that when activity reached 504,000 annual operations, total delay would exceed 260,000 hours per year. The Airside Project Draft EIS/EIR forecasts delays to increase to 157,500 hours per year when annual operations reach 510,000 with the 29M Low Fleet scenario. The Supplemental DEIS/FEIR compares the FAA Technical Center delay estimates in 1992 with those of the Logan Airside Project estimates. The FAA has concluded that the Airside delays represent "a plausible and conservative estimate...." The FAA consistently rates Logan Airport as one of the most delay prone airports in the United States Logan Airport's estimated annual delay hours are over five times the FAA's 20,000-hour threshold for a severely delayed airport.
245.5	Regional Transportation	Regional Airports	Finally, Massport has ignored the full range of available alternatives: regionalization of air traffic, including facilities at Hanscom, Worcester, Providence, RI, and Manchester, NH, as well as the potential for cargo diversion to Pease in southern New Hampshire.	Logan Airport is part of a regional system of airports that includes T.F. Green/Providence, Worcester Regional and Manchester. Massport has long recognized that service development and increased passenger traffic at these airports are an important part of the region's long-term strategy to accommodate passenger and activity growth. Massport has actively encouraged the development of regional airports and full use of other options, including high-speed rail to Logan Airport's largest market, New York. Regional service was examined in Chapter 2 of the Airside Project Draft EIS/EIR and the Supplemental DEIS/FEIR. This analysis supports the conclusion greater use of the regional airports will provide passengers within the service area of such airports with a viable alternative to Logan Airport. Since demand within Logan Airport's primary service area will remain strong, the improvements at other regional airports will not eliminate the need for airside projects at Logan Airport. Dispersion modeling indicates no violation of the NAAQS, which were designed to protect human health and welfare.

3/14/99

LETTER 246

Robert Durand,secretary of environmental affairs

Dear sir:

I have lived in East Boston for almost 47 years and I have seen it, felt the damage and pain Logan has inflicted on this and the surrounding communities over the years. That noise, pollution, and the traffic combine to create stress and other health effects that I know cause premature death! Many of my neighbors whom were 15 to 20 years older than myself growing up have died as a result of cancer and heart disease. I've sat down and talked over the situation and have come up with seventeen people all of whom lived within a stones throw of my house with cancer or have died prematurely from cancer or heart disease. Studies show high levels of asthma, cancer, and heart disease, around airports. Studies done around the world that show the airports are a major source of pollution. On the issue of noise 65 dB average that is used means nothing when you can't get more than three hours sleep. I have lived next door to a school which has been soundproof for years. My house has only a few thousand feet from the proposed new runway and I'm supposed to believe that taking the smallest quietest planes out over the water will actually help alleviate the noise. That may partially help for two or three years, at best. After this peroid when the slots that these planes left open on the longer run ways are filled by larger jets that supposed to handle the increase from 26 to 46,000,000 passengers the situation gets worse. They tell us don't worry the craft in the coming years will all be stage three. The only problem is they've been telling us most of the planes now landing at Logan are stage three. If this is the case stage three is not the solution. Stage three is far too noisy. Another problem with stage three aircraft is that they produce even more NOX gases than stage two did. Massport has done nothing to seek realistic alternatives to Logan even though they knew runways were a problem decades ago. They are now just trying to buy time. They have no long-range plan unless you call having Manchester in New Hampshire or T F Greene in Rhode Island the plan from Massachusetts. They have made no reasonable effort to find a real solution to an over crowded airport which has no room to expand. They make no bones about having to cut down the delays so that people attending the proposed new convention center won't be angry when they get here. Gloria Larsen testified at a Boston city council hearing on runway 14/32 that people coming to the convention center will be angry if they are delayed. That shot cited comment 246.1

caused an uproar, she did not get to finish her testimony. Doesn't she think people get angry when they can't sleep? this shows how of touch the current people running the convention center and massport really are! They have no problem putting money over quality of life. Peter Blute doesn't lived in or around Boston so it doesn't effect his quality of life. He has heard many stories from dozens if not more people all around Boston and the surrounding communities of the degrading effects that Logan has, apparently he doesn't care! Massports study shows that only 20% of the people coming into the airport have Boston as a final destination. Boston should not bear the burden for the entire region, enough is enough, **quality of life must come first!**

Sincerely,

Richard Salini

Richard Salini
617 567 5647

246.2

please note That Volume IV Air Quality model results show That VOC's will more than double at Jeffries Point the closest area To the proposed new runway! (see attachment) Table DM1-8

also I've attatched Air Quality Mitigation promises from The 1993 Annual Update Table VI-6

EOEA 10458
1.4 Appendix M

LOGAN AIRSIDE

Jeffries Point is closest to proposed New Runway

Runway Takeoffs Start @ J. Pnt.
They tell us will have no effect on J. Pnt

New Piers Park sits directly in line with proposed Runway 2-3 thousand feet away!

TABLE DM1-8 AIR QUALITY DISPERSION MODEL RESULTS FOR LOGAN AIRPORT VOC, HIGHEST ONE-HOUR LEVELS (ODOR INDICATOR) ALTERNATIVE 1 [RUNWAY / TAXIWAY / PEAK HOUR PRICING]

RECEPTOR LOCATION	CONCENTRATION				
	1999		2010		
	29M LOW	29M HIGH	37.5M LOW	37.5M HIGH	45M HIGH
1. East Boston (Jeffries Point)	211	210	269	327	* 448
2. East Boston (Const. Beach)	171	139	250	216	263
3. East Boston (Bayswater)	94	89	137	119	145
4. Winthrop (Court/Loring St.)	59	56	52	60	78
5. Winthrop (Cottage Park)	46	39	55	51	63
6. Winthrop (Grandview)	40	42	42	41	48
7. Castle Island	69	81	63	78	90
8. C & Broadway	34	40	34	33	37
9. South End (Union Park)	26	32	26	29	37
10. Eagle Hill	235	258	317	302	372
11. Orient Heights	68	61	99	86	104
12. Revere Beach	30	28	40	35	42

All concentrations are in micrograms per cubic meter (ug/m³) and does not include background levels.

There is no Ambient Air Quality Standard for VOCs.

More than double 1999

Over 10½ X's Higher than Revere Beach

Also Much Higher than Eagle Hill which is also High

Add Background
1 Tunnel Vent Bldg. 1500' Away
2 tunnel Vent Bldgs. 1 Mile Away
L St. power Plant 1 Mile Away

Logan Airside Improvements Planning Project - Draft EIS/EIR

URS Greiner, March 1997

Scientists Spending big dollars doing Research to duplicate human Noses for smell, + Tongues for taste, We have 10's of thousands of real ones here!

From 1993 Annual Update

Table VI-6 Status of Air Quality Mitigation Measures

Objective	Initiatives	Status
Reduce Emissions of VOC, NOx, and CO		
Reduce emissions from 1990 levels to the greatest extent possible.	Pursue reduced engine taxiing for inbound aircraft.	Massport is examining the feasibility of reduced engine taxiing as part of the feasibility analyses being conducted to assess a variety of potential airside improvements. The issues to be evaluated include operational implications, the role of airlines and the Federal Aviation Administration (FAA), and potential noise impacts.
	Prepare and implement a plan to control emissions from Massport's Logan Airport-based fleet vehicles.	Massport has undertaken a comprehensive review of its vehicle fleet at Logan Airport to explore opportunities for acquiring less polluting vehicles and for targeting VOC sources. Massport is committed to developing a plan by 1996 to make all practicable conversions from gasoline or diesel to alternative fuels. As part of this conversion process, Massport currently is purchasing 10 alternative fuel-powered vehicles and also is pursuing the development of a compressed natural gas (CNG) filling station on Logan Airport.
	Encourage Massport tenants to prepare ground service vehicle emissions control plans by 1996, with implementation by 1999.	Massport is supporting tenant vehicle conversion initiatives similar to those underway for Massport vehicles by participating, along with over 80 percent of airport tenants, in a comprehensive study of electric vehicle use at Logan Airport. Massport also is working with tenants to develop a ground service vehicle emissions control plan. Actions taken by Massport to support this plan include a survey and analysis of ground service support vehicle activities and emissions; studies to determine the air quality effects of alternative fuel sources; and a plan for conversion of vehicles to a variety of alternative fuel sources.
	Install vapor recovery systems for fuel storage and handling equipment.	During the design of the new jet fuel distribution system at Logan Airport, Massport will assess the necessity of installing further vapor controls. Since jet fuel is not subject to significant losses via evaporation, major emphasis in designing the new system will be directed toward the more relevant issue of eliminating leaks and spills.
	Construct new jet fuel distribution system.	The new jet fuel distribution system involves the consolidation of distribution activities in a double-loop distribution system around the airfield apron area; the installation and replacement of individual terminal fuel hydrants; the provision of connections between existing and new hydrant systems; and the implementation of an emergency fuel shut-off system. Design is now 30 percent complete and construction is expected to begin in 1995.
	Evaluate power plant energy sources.	Massport is currently evaluating the Central Heating Plant and is evaluating a variety of fuel combinations based on cost and air quality factors. Massport will install NOx Reasonable Available Control Technologies (RACT) measures on the Central Heating Plant in accordance with Clean Air Act requirements.
Reduce Odors		
Reduce perceived odors through reduction of VOC emissions.	Form Odor Panel to study odor sources and reduction strategies.	Massport plans to form an Odor Panel to assess odor impacts and consider strategies and efforts to reduce odor impacts.
	Recommend measures to reduce odor.	Massport has undertaken several initiatives to address the odor issue including an analysis of odor complaints received by Massport to determine locational impacts, operational factors, and contributing environmental conditions; an analysis of odor compounds relating concentration levels and potential public health impacts; and an analysis of the relationship of odors to aircraft engines and airfield activity.
Conduct Monitoring and Reporting		
Conduct additional air quality monitoring.	Conduct BTEX monitoring study.	Massport conducted a study of BTEX compounds at Logan Airport during August 1993; the results of the study are reported in this Annual Update. (See Appendix E.)
Provide annual air quality reporting.	Prepare an Air Quality Annual Update.	This submission forms the first formal Air Quality Annual Update for the years between GEIR filings. This air quality data is included as part of a comprehensive Logan Airport 1993 Annual Update and it provides air quality information for the year 1993.

Note: Ground transportation mitigation measures which reduce VMT and automobile idling times will provide significant air quality benefits. These are described in Chapter V, Ground Transportation.

Letter 246
Richard Salini
Private Citizens: East Boston

Code	Topic 1	Topic 2	Comment	Response
246.1	Alternatives	Preferred Alternative	Massport has done nothing to seek realistic alternatives to Logan even though they knew runways were a problem decades ago.	The improvement concepts evaluated in the Airside Project Analysis evolved from prior studies including the FAA's *Logan Capacity Enhancement Plan* (October 1992); the *Logan Runway Incursion Mitigation Plan/Taxiway Relocation Study* (December 1993); the *Logan Final GEIR* (July 1993); and the *Logan Airside Improvements Feasibility Study, Phase 1 Report*, published in July 1995. The FAA evaluated a numerous physical, operational, and administrative concepts for reducing Logan Airport delays in its *Boston Logan International Airport Capacity Enhancement Plan.* The FAA recommended several improvement concepts, including unidirectional Runway 14/32, for further study. These improvement concepts, as well as concepts from other studies, were individually examined by Massport in the *Logan Airside Feasibility Study*, published in July 1995. Based on the Feasibility study, some concepts were rejected and the most promising concepts were combined into the Alternatives considered in the Airside Project Draft EIS/EIR. The alternatives analysis in the Airside Project Draft EIS/EIR is consistent with state and federal scoping directives for the Airside Project. The results of the Airside analysis indicate that alternatives that include unidirectional Runway 14/32 provide the most benefit in terms of delay reduction and ability to achieve PRAS goals.
246.2	Air Quality	NAAQS	[The] Volume IV Air Quality model results show that VOCs will more than double at Jeffries Point, the closest area to the proposed new runway!	One-hour VOC concentrations (used as an indicator of odor) increase only slightly at Jeffries Point with the Preferred Alternative, when compared to the No Action Alternative. The predicted increase is so small that changes in odor will remain imperceptible, as measured against the No Action Alternative. Concentrations decrease at all other receptors with the Preferred Alternative.

LETTER 247

March 24, 1999

Robert Durand, Secretary
Executive Office of Environmental Affairs
100 Cambridge Street, Room 2000
Boston, MA 02202

Sir,

I am writing to tell you of my objections to the airside expansions at Logan International Airport. There are a number of major issues that I wish to discuss here. I am aware that there is much concern for the increase in noise generated by an increase in air traffic. I also am very concerned with this aspect. Because I have other concerns that require consideration I will address the noise issue last.

I do believe that there will be an increase in air travel during the next ten, twenty or even thirty years. With a growing global population what else could occur? However with the increase in passengers there will be a new class of aircraft: they will be larger, heavier, more powerful, and with a greater capacity for carrying goods and passengers. These marvels of flight will be the biggest and most powerful commercial aircraft yet constructed. They are often referred to as NLA, or New Larger Aircraft. Specification for these aircraft include the capability to accommodate 550 to 650 passengers in a three class seating layout on two or three passenger decks, or 966 passengers in an economy layout. The wing span of the behemoth exceeds 260 feet with a length of more than 258 feet as compared to the familiar B747 "Jumbo Jet" with a wing span of only of 195 feet and being 231 feet in length. Maximum weight at take-off will exceed 952,000 pounds, or 476 tons. A fully loaded B747-200 has a maximum take-off weight of approximately 780,000 pounds. The FAA reports that not all airports will be able to accommodate these larger aircraft due to the dimensional requirements and increased difficulty in ground handling.

It will not be the airport infrastructure alone that will require major improvements. Methods to move the hordes of newly arrived passenger will be required. Every passenger that deplanes will be replaced by a passenger set to embark on a plane ride to somewhere else. Logan is a terminus airport. Very few passengers will be simply switching planes without making an impact on the environment. More Buses, More Subway Cars, More Taxi Cabs, More Rental Cars, More Congestion, More Pollution. Everyone will want to know why the CAT project wasn't effective? And what happened to the promise of traffic relief?

Everything that I have researched on the subject, from product overview of the Airbus product to runway and taxiway dimensional requirements of the comparable Boeing product, coupled with my understanding of aviation and aeronautics has led me to believe that the airside expansion project at Logan is actually being designed to prepare for the use of this next generation of passenger aircraft, NLA. Logan International is not an appropriate place for the operation of these NLA. Logan is a terminus, the final destination. Aircraft with the incredible capacity of an NLA are certainly better suited to regional hub airports. The collateral damage that does occur in the densely populated communities that surround an inner-city airport, such as Logan, will increase disproportionately..

In my opinion the proposed airside changes are not being undertaken wholly for the reasons Massport is claiming. The proposed new center taxiway and other taxiway modifications and improvements are not about reducing engine run time and reducing ground noise and air pollution. The proposed changes are needed to accommodate the ground movement of these dimensionally ungainly aircraft. The addition of a new runway, 14/32, at near parallel to 15R/33L, plus the less publicized proposed lengthening of runway 15L/33R, are not at all about easing delays caused by weather, as Massport claims. The new runway, and modifications to others, are required to allow for the "hold time" between the departure of an NLA and any other aircraft. Aircraft in queue are vulnerable to the wake vortex generated by each previous aircraft taking off. The atmospheric disruption of the NLA would be significantly higher current commercial jet aircraft, making the runway unsafe and unusable for 3 to 5 minutes or longer. Aircraft next-in-line to take-off would be launched from either the proposed 14/32 or 15L/33R until the wake vortex at the end of 15R/33L dissipated and the runway could be safely used. If NLA were otherwise compatible for operation at Logan, this might be constructive planning. Unfortunately NLA are fraught with hazards that are too challenging for this inner-city location. The scheme is simply short-sighted. 247.1

Enabling the use of NLA also invites the potential problems associated with air pollution. With a capacity exceeding that of any aircraft able to currently operate from Logan, the power that will be required to launch these craft airborne will also be considerably higher. More power is More fuel is More pollution. It is simply true bigger engines burn more fuel. The FAA reports that the fuel needs of the engine of an NLA may require a wide assortment of fuel additives in amounts that would cause even greater concern for air quality. The burned by-products of these compounds will be spread over the immediate land and seascape at presumably twice the rate now experienced.

Another facet of the proposed expansion is to request that the FAA "administratively reduce the approach minimums". ***In essence the reduction of these minimums for a pilot's go/no go landing decision making criteria is a reduction in safety protocol.*** It seems that the management and operation of this airport occurs without regard for the existence of the adjacent residential communities. I am in full agreement with the mathematical exercise that shows how delays could be reduced if runways were more available during poor weather. But the math doesn't factor the safety of the life and property involved. There is no accounting of the performance of aircraft in the equation either. Will a DC-9/30 perform in a weather related crisis the same as an A320, B757, 247.2

Dash 8, F.27 or an NLA? They are all individual aircraft with their own unique characteristics and flown by different people who will possess a range of years of professional experience from none to many. Imagine! The reduction of delays would be even more significant if safety protocols were eliminated entirely. Revenues from increased gate fees would certainly offset the occasional disaster.

Noise is an issue. I am appalled at the criteria utilized in the Environmental Impact Statement required by the Massachusetts Environmental Policy Act to quantify the sound levels that occur from aircraft noise events. The measurement of decibels using an "A" weighted scale is totally inappropriate for noise events of the magnitude created by aircraft. The "A" scale is only useful to monitor levels that are audible to the human ear. Very nice for setting up your home stereo system. Noise produced by aircraft covers a spectrum much greater than the audible range. The frequency of sounds from an aircraft range from infrasonic, below the level of auditory sensitivity, to ultrasonic, above the level of human auditory sensitivity. The intensity of all sounds are of concern to me. ***Because I can't hear the frequency at which a sound occurs is not evidence that there isn't any detriment from it.*** We can't see ultraviolet radiation or gamma radiation because they exist beyond our capability to sense them. We are, however very much aware of the physical damage they cause. So it is with sound. The infrasonic impact of the noise event is highly significant. 247.3

Take a walk through the Day Square area of East Boston. When a jet aircraft takes off, you are standing below the flight path. The noise that you hear will prevent you from conversing with people you meet on the street. The infrasonic sound has enough power to move parked cars; and motion-sensitive theft alarm systems will be activated. Even if the audible noise was reduced, the power of the infrasonic sound produce by the aircraft in flight would still move the cars and create a collateral impact of audible noise. The alarms continue for 60 to 90 seconds before the automatically reset. Guess what?? In another 90 seconds another jet will take off and this rude and cacophonous event recurs. An increase in aircraft operations will cause an increase in the frequency of the collateral noise events that are now occurring throughout the area. This type of collateral impact on the environment is directly related, not coincidental, and cannot be overlooked as it has thus far. It is also important to acknowledge that just like radiation that we cannot see, sounds we cannot hear can cause humans physical harm. Infrasonic frequencies can cause motion and irritation to internal body organs.

Window replacement and sound proofing programs are a foolish waste of funds. These programs are socially irresponsible activities that turn citizens into nothing more than prisoners in their homes. An increase in capacity at Logan will render city street, parks, squares, and residential backyard unusable. Community will whither and die; and vacant neighborhoods are a fertile environment for crime. 247.4

In my opinion the airside improvement project is a mistake that will lead to major economic problems in the future. The recent trends in true urban revitilization comprised of a balance of commercial projects and an increase in urban residency, will halt. The next generation of commercial aircraft is not appropriate for an airport that is situated in a highly populated, residential area of any city. Logan International Airport is simply not able to continue to grow beyond it's current capacity. This airport should be considered fully matured as an operational entity. Acting to enable an increase in capacity of an already over-burdened airport in a fragile, historic Boston neighborhood would be thoughtless and short-sighted. Capital improvements of this nature are not even a Band-Aid solution to the transportation challenges of the future. It is surprising that they would even be considered.

Another airport is required to share the staggering increase of air traffic in the future. Few world class cities operate with only one airport. Paris has four, New York City and Washington, D.C. are served by three. For the New England region and Boston to remain prominent and prosper in the global economy over the next fifty years requires that we all accept the fact that a new, world class regional airport is required. In the near future other means should be implemented to alleviate the over capacity at Logan; expansions of commercial passenger operations at Worcester and Hanscom Field, relocation of cargo operations to Hanscom Field, and Peak-Hour pricing. 247.5

Thank you for taking the time to consider my thoughts on these issues. Please contact me if you have any questions about this letter.

Sincerely,

Mark W Stettler

Mark W. Stettler

Cathryn C. Stettler

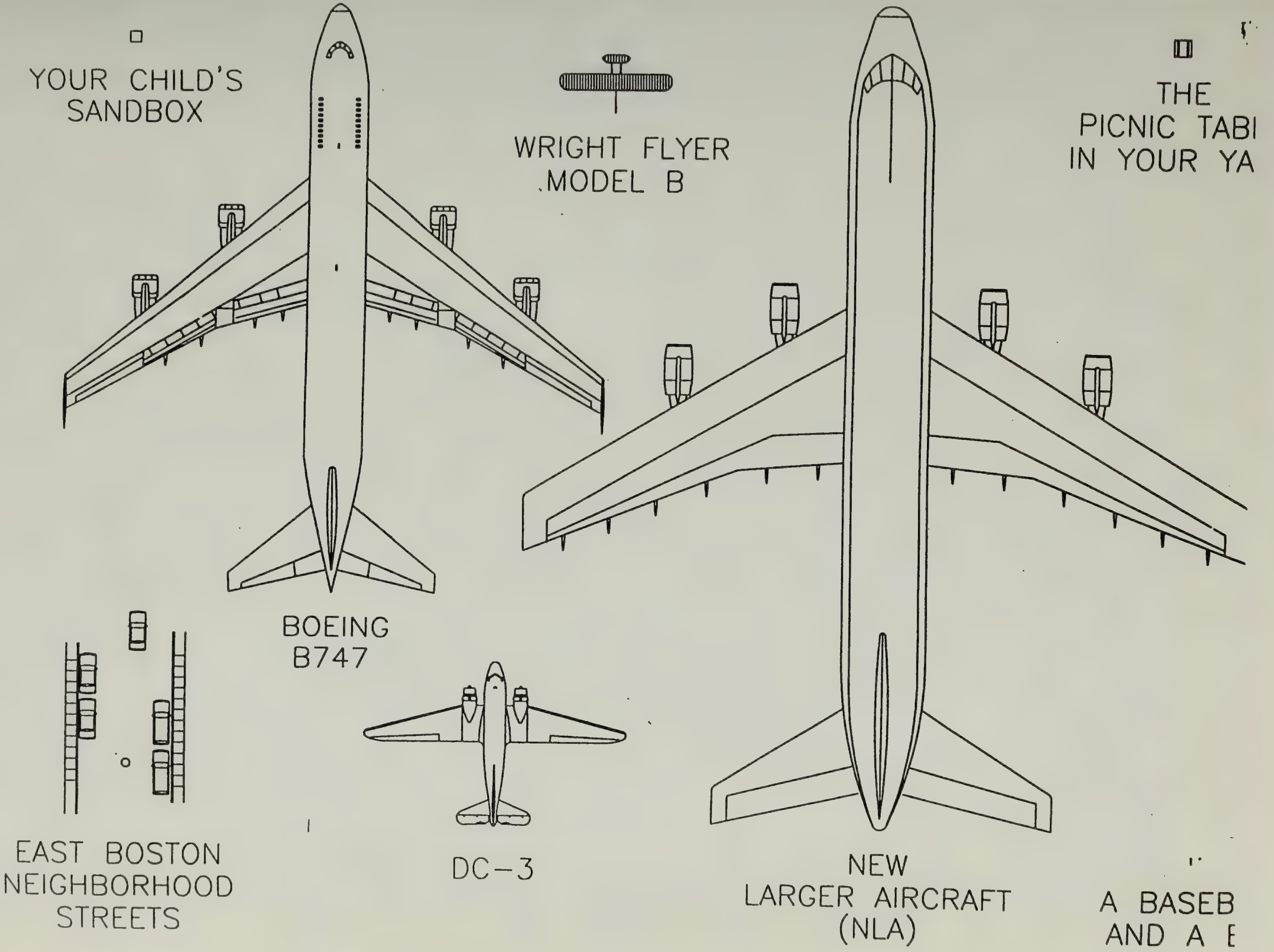
4 Wilbur Court, #1
East Boston, MA 02128

617-443-0400
mws@cidassoc.com

617-561-6307
catmws@erols.com

attachment:

graphic comparison showing the size relationship of familiar items to NLA.


YOUR CHILD'S SANDBOX
WRIGHT FLYER MODEL B
THE PICNIC TABI
IN YOUR YA
BOEING B747
EAST BOSTON NEIGHBORHOOD STREETS
DC–3
NEW LARGER AIRCRAFT (NLA)
A BASEB
AND A E

Letter 247
Mark W. Stettler and Cathryn C. Stettler
Private Citizens: East Boston

Code	Topic 1	Topic 2	Comment	Response
247.1	Alternatives	Taxiway Improvements	...The proposed new center taxiway and other taxiway modifications and improvements are not about reducing engine run time and reducing ground noise and air pollution. The proposed changes are needed to accommodate the ground movement of [the next generation of passenger aircraft, New Larger Aircraft (NLA)]... If NLA were otherwise compatible for operation at Logan, this might be constructive planning. Unfortunately NLA are fraught with hazards that are too challenging for this inner-city location. The scheme is simply short-sighted.	So-called New Large Aircraft (NLA) carrying up to 1,000 passengers are still just in the discussion phase. No manufacturer has undertaken serious development of such aircraft yet, which would be a multi-year process. These aircraft would probably require modifications to existing airport jetways and apron areas along with increases in taxiway width and turning area. Their use would be limited to extremely high-density markets, and it is not likely that Boston would be among these. In fact, the number of "jumbo jets" serving Logan Airport has declined in recent years.
247.2	Alternatives	Reduced Approach Minima	...the reduction of [approach minimums] for a pilot's go/no go landing decision making criteria is a reduction in safety protocol. It seems that the management and operation of this airport occurs without regard for the existence of the adjacent residential communities.	Reduced landing minimums provide for a safer approach by providing precision guidance at lower altitudes, and thus a safer approach." The reduced landing minimums do not change the approach path nor reduce the clearance between aircraft and the surface. Rather, they shift the location at which a missed approach decision is initiated closer to the airport. For Runways 27 and 22L, the reduced minimums will make the approach procedures flown by pilots more consistent with FAA standards in effect at most other airports. Reduced landing minimums will increase airfield safety by allowing operations more directly into the prevailing wind and will help improve PRAS goal achievement.
247.3	Noise	Impacts	The measurement of decibels using an "A" weighted scale is totally inappropriate for noise events of the magnitude created by aircraft. The "A" scale is only useful to monitor levels that are audible to the human ear. ... Noise produced by aircraft covers a spectrum much greater than the audible range. ...Because I can't hear the frequency at which a sound occurs is not evidence that there isn't any detriment from it.	Use of A-weighted decibels and DNL are by far the most appropriate metrics for evaluating noise impacts at airports as well as many other noise sources; use of the metrics are also required for federal environmental documents. See discussion of noise metrics in Appendix E of the Supplemental DEIS/FEIR.
247.4	Open Space/ Parkland	Impacts	An increase in capacity at Logan will render city street, parks, squares, and residential backyards unusable.	Implementation of the Preferred Alternative would not increase capacity, but rather it would correct a series of deficiencies in the airfield geometry and operation. Massport's plans to handle the ground access requirements of future passenger levels are discussed in the *Logan Airport 1999 ESPR* (previously GEIR) and its subsequent Environmental Data Reports (Annual Updates).

Code	Topic 1	Topic 2	Comment	Response
247.5	Alternatives	Other Non-Construction Alternatives	In the near future other means should be implemented to alleviate the over capacity at Logan; expansions of commercial passenger operations at Worcester and Hanscom Field, relocation of cargo operations to Hanscom Field, and peak-hour pricing.	The alternative analysis conforms to FAA and MEPA scoping directives. The impact of the regional alternatives has been addressed through the study of a range of forecast activity levels. Refer to Chapter 2 of the Airside Project Draft EIS/EIR and the Supplemental DEIS/FEIR for a comprehensive discussion of regional alternatives. Massport advocates increased use of the regional airports and high-speed rail services, in addition to construction of Runway 14/32 and the other airside improvement projects at Logan Airport, as a comprehensive plan for ensuring an efficient and balanced regional transportation system. As the analysis in Chapter 2 indicates, these off-airport alternatives are expected to reduce aircraft traffic growth pressures at Logan Airport, but they will not eliminate airside delays at Logan Airport that occur because of a third operating runway during periods of northwest winds. The Preferred Alternative, which specifically addresses this deficiency, is necessary and provides clear benefits at current aircraft traffic levels. These benefits will only increase in the future, even as developments at the regional airports and high-speed rail to New York act to reduce the rate of future growth at Logan Airport.

LETTER 248

April 23, 1999

Mr. Arthur Pugsley
MEPA Unit
Executive Office of Environmental Affairs
100 Cambridge St., 20th Floor
Boston, MA 02202

Sir,

I am writing to tell you of my comments on the Draft Environmental Impact Statement for Logan Airside Improvements Planning Project at Logan International Airport. There are a number of major issues that I wish to discuss here. I am aware that there is much concern for the increase in noise generated by an increase in air traffic. I also am very concerned with this aspect. Because I have other concerns that require consideration I will address the noise issue last.

There has been no fair consideration given to the impact on the environment due to the increased capacity of the airport and the ability of the airport to facilitate the use of New Larger Aircraft (NLA) subsequent to the proposed modifications. 248.1

I do believe that there will be an increase in air travel during the next ten, twenty or even thirty years. With a growing global population what else could occur? However with the increase in passengers there will be a new class of aircraft: they will be larger, heavier, more powerful, and with a greater capacity for carrying goods and passengers. These marvels of flight will be the biggest and most powerful commercial aircraft yet constructed. They are often referred to as NLA, or New Larger Aircraft. Specification for these aircraft include the capability to accommodate 550 to 650 passengers in a three class seating layout on two or three passenger decks, or 966 passengers in an economy layout. The wing span of the behemoth exceeds 260 feet with a length of more than 258 feet as compared to the familiar B747 "Jumbo Jet" with a wing span of only of 195 feet and being 231 feet in length. Maximum weight at take-off will exceed 952,000 pounds, or 476 tons. A fully loaded B747-200 has a maximum take-off weight of approximately 780,000 pounds. The FAA reports that not all airports will be able to accommodate these larger aircraft due to the dimensional requirements and increased difficulty in ground handling.

I have researched on the subject, from product overview of the Airbus product to runway and taxiway dimensional requirements of the comparable Boeing product. This information along with my understanding of aviation and aeronautics, leads me to believe that the airside expansion project at Logan is actually being designed to prepare for the use of this next generation of passenger aircraft, NLA. ***Logan International is not an appropriate place for the operation of NLA.*** Logan is a terminus, the final destination. Aircraft with the incredible capacity of an NLA are certainly better suited to regional hub airports. The collateral damage that does occur in the densely populated communities that surround an inner-city airport, such as Logan, will increase disproportionately.

In my opinion the proposed airside changes are not being undertaken wholly for the reasons Massport is claiming. The proposed new center taxiway and other taxiway modifications and improvements are not about reducing engine run time and reducing ground noise and air pollution. The proposed changes are needed to accommodate the ground movement of these dimensionally ungainly aircraft. The addition of a new runway, 14/32, at near parallel to 15R/33L, plus the less publicized proposed lengthening of runway 15L/33R, are not at all about easing delays caused by weather, as Massport claims. The new runway, and modifications to others, are required to allow for the "hold time" between the departure of an NLA and any other aircraft. Aircraft in queue are vulnerable to the wake vortex generated by each previous aircraft taking off. The atmospheric disruption of the NLA would be significantly higher current commercial jet aircraft, making the runway unsafe and unusable for 3 to 5 minutes or longer. Aircraft next-in-line to take-off would be launched from either the proposed 14/32 or 15L/33R until the wake vortex at the end of 15R/33L dissipated and the runway could be safely used. If NLA were otherwise compatible for operation at Logan, this might be constructive planning. ***Unfortunately NLA are fraught with hazards that are too challenging for this inner-city location.*** The scheme is simply short-sighted.

There has been no fair consideration given to the impact on the environment regarding air and water pollution due to the increased capacity of the airport and the ability of the airport to facilitate the use of New Larger Aircraft (NLA) subsequent to the proposed modifications. 248.2

Enabling the use of NLA also invites the potential problems associated with air pollution. With a capacity exceeding that of any aircraft able to currently operate from Logan, the power that will be required to launch these craft airborne will also be considerably higher. More power is More fuel is More pollution. It is simply true that bigger engines burn more fuel and bigger aircraft need more engines. ***The FAA reports that the fuel needs of the engine of an NLA may require a wide assortment of fuel additives in amounts that would cause even greater concern for air quality.*** The burned by-products of these compounds will be spread over the immediate land and seascape at presumably twice the rate now experienced.

There has been no fair consideration given to the impact on the environment regarding the physical infrastructure of the City of Boston due to the increased capacity of the airport and the ability of the airport to facilitate the use of New Larger Aircraft (NLA) subsequent to the proposed modifications. 248.3

It will not be the airport infrastructure alone that will require major improvements. Methods to move the hordes of newly arrived passenger will be required. Every passenger that deplanes will be replaced by a passenger set to embark on a plane ride to somewhere else. Logan is a terminus airport. Very few passengers will be simply switching planes without making an impact on the environment. More Buses, More Subway Cars, More Taxicabs, More Rental Cars, More Congestion, and More Pollution. Everyone will want to know why the CAT project wasn't effective? And what happened to the promise of traffic relief?

There has been no fair consideration given to the impact on the environment regarding the safety and welfare of the affected communities due to the increased capacity of the airport and the ability of the airport to facilitate the use of New Larger Aircraft (NLA) subsequent to the proposed modifications.

Another facet of the proposed expansion is to request that the FAA "administratively reduce the approach minimums". ***In essence the reduction of these minimums for a pilot's go/no go landing decision making criteria is a reduction in safety protocol.*** It seems that the management and operation of this airport occurs without regard for the existence of the adjacent residential communities. I am in full agreement with the mathematical exercise that shows how delays could be reduced if runways were more available during poor weather. But the math doesn't factor the safety of the life and property involved. There is no accounting of the performance of aircraft in the equation either. Will a DC-9/30 perform in a weather-related crisis the same as an A320, B757, Dash 8, F.27 or an NLA? They are all individual aircraft with their own unique characteristics and flown by different people who will possess a range of years of professional experience from none to many. ***Imagine! The reduction of delays would be even more significant if safety protocols were eliminated entirely.*** Revenues from increased gate fees would certainly offset the occasional disaster. 248.4

There has been no fair consideration given to the impact on the environment regarding the increase of infrasonic sound due to the increased capacity of the airport and the ability of the airport to facilitate the use of New Larger Aircraft (NLA) subsequent to the proposed modifications. 248.5

Noise is an issue. I am appalled at the criteria utilized in the Environmental Impact Statement required by the Massachusetts Environmental Policy Act to quantify the sound levels that occur from aircraft noise events. The measurement of decibels using an "A" weighted scale is totally inappropriate for noise events of the magnitude created by aircraft. The "A" scale is only useful to monitor levels that are audible to the human ear. Very nice for setting up your home stereo system. Noise produced by aircraft covers a spectrum much greater than the audible range. The frequency of sounds from an aircraft range from infrasonic, below the level of auditory sensitivity, to ultrasonic, above the level of human auditory sensitivity. The intensity of all sounds are of concern to me. ***Because I can't hear the frequency at which a sound occurs is not evidence that there isn't any detriment from it.*** We can't see ultraviolet radiation or gamma radiation because they exist beyond our capability to sense them. We are, however very much aware of the physical damage they cause. So it is with sound. The infrasonic impact of the noise event is highly significant.

Take a walk through the Day Square area of East Boston. When a jet aircraft takes off, you are standing below the flight path. The noise that you hear will prevent you from conversing with people you meet on the street. The infrasonic sound has enough power to move parked cars; and motion-sensitive theft alarm systems will be activated. Even if the audible noise were reduced, the power of the infrasonic sound produce by the aircraft in flight would still move the cars and create a collateral impact of audible noise. The alarms continue for 60 to 90 seconds before the automatically reset. Guess what?? In another 90 seconds another jet will take off and this rude and cacophonous event recurs. An increase in aircraft operations will cause an increase in the frequency of the collateral noise events that are now occurring throughout the area. This type of collateral impact on the environment is directly related, not coincidental, and cannot be overlooked as it has thus far. It is also important to acknowledge that just like radiation that we cannot see, sounds we cannot hear can cause humans physical harm. ***Infrasonic frequencies can cause motion and irritation to internal body organs. Infrasonic frequencies can also cause damage to buildings and structures.***

There has been no fair consideration given to the impact on the environment regarding the social injustice of sound abatement programs offered by Massport due to the increased capacity of the airport and the ability of the airport to facilitate the use of New Larger Aircraft (NLA) subsequent to the proposed modifications. 248.6

Window replacement and sound proofing programs are a foolish waste of funds. These programs are socially irresponsible activities that turn citizens into nothing more than prisoners in their homes. An increase in capacity at Logan will render city street, parks, squares, and residential backyard unusable. Community will whither and die; and vacant neighborhoods are a fertile environment for crime.

There has been no fair consideration given to the impact on the environment regarding the economic hardship caused by concentration of activity due to the increased capacity of the airport and the ability of the airport to facilitate the use of New Larger Aircraft (NLA) subsequent to the proposed modifications, as compared to a regional air transportation solution. 248.7

In my opinion the airside improvement project is a mistake that will lead to major economic problems in the future. The recent trends in true urban revitalization that are comprised of a balance of commercial projects and of an increase in urban residency, will halt. The next generation of commercial aircraft is not appropriate for an airport that is situated in a highly populated, residential area of any city. Logan International Airport is simply not able to continue to grow beyond it's current capacity. This airport should be considered fully matured as an operational entity. Acting to enable an increase in capacity of an already over-burdened airport in a fragile, historic Boston neighborhood would be thoughtless and short-sighted. Capital improvements of this nature are not even a Band-Aid solution to the transportation challenges of the future. It is surprising that they would even be considered.

Another airport is required to share the staggering increase of air traffic in the future. Few world class cities operate with only one airport. Paris has four, New York City and Washington, D.C. are served by three. For the New England region and Boston to remain prominent and prosper in the global economy over the next fifty years requires that we all accept the fact that a new, world class regional airport is required. In the near future other means should be implemented to alleviate the over capacity at Logan; expansions of commercial passenger operations at Worcester and Hanscom Field, relocation of cargo operations to Hanscom Field, and Peak-Hour pricing.

Thank you for taking the time to consider my thoughts on these issues. Please contact me if you have any questions about this letter.

Sincerely,

Mark W. Stettler

Cathryn C. Stettler

4 Wilbur Court, #1
East Boston, MA 02128

617-443-0400
mws@cidassoc.com

617-561-6307
catmws@erols.com

attachment:

graphic comparison showing the size relationship of familiar items to NLA.

Letter 248
Mark W. Stettler
Private Citizens: East Boston

Code	Topic 1	Topic 2	Comment	Response
248.1	Alternatives	Operational Restrictions	There has been no fair consideration given to the impact on the environment due to the increased capacity of the airport and the ability of the airport to facilitate the use of New Larger Aircraft (NLA) subsequent to the proposed modifications.	So-called New Large Aircraft (NLA) carrying up to 1,000 passengers are still just in the discussion phase. No manufacturer has undertaken serious development of such aircraft yet, which would be a multi-year process. These aircraft would probably require modifications to existing airport jetways and apron areas along with increases in taxiway width and turning area. Their use would be limited to extremely high-density markets, and it is not likely that Boston would be among these. In fact, the number of "jumbo jets" serving Logan Airport has declined in recent years. Consequently, the NLA was not included in the Future Fleet scenarios.
248.2	Air Quality	Impacts	There has been no fair consideration given to the impact on the environment regarding air and water pollution due to the increased capacity of the airport and the ability of the airport to facilitate the use of New Larger Aircraft (NLA) subsequent to the proposed modifications.	Implementation of the recommended Airside Project, specifically unidirectional Runway 14/32, would not increase Logan Airport's normal airfield capacity of approximately 120 operations per hour. This capacity is available at Logan Airport approximately 80 percent of the time. Runway 14/32 would allow Logan Airport to maintain this capacity during periods of strong northwest winds that now require controllers to operate on only one or two runways, compared to the typical three-runway configurations used at Logan Airport. So-called New Large Aircraft (NLA) carrying up to 1,000 passengers are still just in the discussion phase. No manufacturer has undertaken serious development of such aircraft yet, which would be a multi-year process. These aircraft would probably require modifications to existing airport jetways and apron areas along with increases in taxiway width and turning area. Their use would be limited to extremely high-density markets, and it is not likely that Boston would be among these. In fact, the number of "jumbo jets" serving Logan Airport has declined in recent years. Consequently, the NLA was not included in the Future Fleet scenarios. Refer to response to Comment 248.1.
248.3	Ground Transportation	Access to Logan	There has been no fair consideration given to the impact on the environment regarding the physical infrastructure of the City of Boston due to the increased capacity of the airport and the ability of the airport to facilitate the use of New Larger Aircraft (NLA) subsequent to the proposed modifications.	Refer to response to Comment 248.1.
248.4	Alternatives	Reduced Minima	There has been no fair consideration given to the impact on the environment regarding the safety and welfare of the affected communities due to the increased capacity of the airport and the ability of the airport to facilitate the use of New Larger Aircraft (NLA) subsequent to the proposed modifications.	The Airside Project analysis is based on alternative 20-year forecasts of operations by aircraft type. Only larger aircraft compatible with the existing facilities at Logan Airport are included in the future forecasts for Logan Airport fleets on which the delay and environmental analyses are based.

Code	Topic 1	Topic 2	Comment	Response
248.5	Noise	Impacts	There has been no fair consideration given to the impact on the environment regarding the increase of infrasonic sound due to the increased capacity of the airport and the ability of the airport to facilitate the use of New Larger Aircraft (NLA) subsequent to the proposed modifications.	Refer to response to Comment 248.1.
248.6	Noise	Soundproofing	There has been no fair consideration given to the impact on the environment regarding the social injustice of sound abatement programs offered by Massport due to the increased capacity of the airport and the ability of the airport to facilitate the use of New Larger Aircraft (NLA) subsequent to the proposed modifications.	Refer to response to Comment 248.1.
248.7	Regional Transportation	Regional Airports	There has been no fair consideration given to the impact on the environment regarding the economic hardship caused by concentration of activity due to the increased capacity of the airport and the ability of the airport to facilitate the use of New Larger Aircraft (NLA) subsequent to the proposed modifications, as compared to a regional air transportation solution.	Refer to response to Comment 248.1.

LETTER 249

April 12, 1999

Mr. Robert Durand Secretary
Of Environmental Affairs
Attention MEPA Office
Mr. Arthur Pugsley - EOEA No 10458
100 Cambridge Street, 20th Floor
Boston, MA 02202

Gentlemen:

RE: "Draft - Environmental Impact Report #10458" Logan Airside Improvement Plan".

This letter is to reaffirm, without qualification, my opposition to the proposed construction of Runway 14/32 and the Centerfield Taxiway at Logan Airport; there are far too many unanswered questions to allow the runways to be built.

I am opposed to this construction for the following reasons:

- more danger due to increased air traffic
- Harbor Island recreational areas will suffer significant noise impact
- no significant decrease in congestion or delays
- a decrease in property values in the impacted communities

After a few modest reductions in the near term, flights and noise will increase for all

The Draft EIS/EIR is Inadequate and request that it is judge so for the following reasons 249.1

- Outdated studies and figures were used
- FAA modeling not adhered to
- Lack of alternative studies, i.e. Hanscom, second airport

All people who live and work in the impacted communities are entitled to " Environmental Justice, protection of their 'Quality of Life" it should not be jeopardized by Massport's proposal. The citizens who reside in the impacted communities currently experience traffic congestion, noise, and a polluted environment, from the planes; automobiles, trucks, busses and other Massport related operations. Health studies have cited increased cases of asthma, breathing problems, and other health problems as a result of the pollution and noise in the impacted communities. If the proposed construction of Runway 14/32 and the Centerfield Taxiway are allowed to be built it will only exacerbate the existing problems we currently endure. The construction of the new runways at Logan Airport does nothing to enhance the quality of the environment, and in truth potentially has the ability to be very destructive. 249.2

My health and the health or the other people who live in the impacted communities are to precious to be jeopardized by Massport's further expansion into our community.

Massport states that the runway will be uni-directional and the planes will fly out over the water.

If the planes fly over the water and an there is an east wind blowing it will cause the fumes to blow back into the communities, rumbling sounds from the planes will bounce off the buildings and impact the communities in a negative way. The FAA web site states that the plan is to construct a new runway 14/32 and extend runways 15-R/33-L and runway 9. There are three runways involved. The FAA would have the final say about what directions for takeoff and landing. 249.3

The Commonwealth must create a comprehensive plan and no further expansion of Logan can be allowed. Please support the impacted community's position and deny MPA " Logan Airside Improvement Plan". 249.4

Sincerely, Charlene Stevens

Address: 12 Seaver St E B Mass
apt # 11
02128

Letter 249
Charlene Stevens
Private Citizens: East Boston

Code	Topic 1	Topic 2	Comment	Response
249.1	Environmental Review Process	MEPA	The Draft EIS/EIR is inadequate and request that it is judged so for the following reasons: ■ Outdated studies and figures were used ■ FAA modeling not adhered to ■ Lack of alternative studies, i.e., Hanscom, second airport.	In January 2000, in response to the FAA's review of the Draft EIS, the FAA called for preparation of a Supplemental Draft EIS to address specific issues identified by the FAA following input from a SDEIS Panel consisting of six persons. At the FAA's direction, three SDEIS Panel members were appointed by the Governor of the Commonwealth of Massachusetts and three were appointed by the Mayor of the City of Boston. Under the direction of the New England Region FAA, the SDEIS Panel convened in March of 2000 and then met at least monthly with a final meeting in December of 2000. A total of 12 meetings were held. To provide the appropriate background, the SDEIS Panel was presented with an Interim Supplemental Draft EIS, the Airside Project Draft EIS/EIR, answers to key letters written by members of the public, concerned agencies and public officials responding to the Airside Project Draft EIS/EIR, and a series of 15 visual and written presentations from the Project's technical consulting team and other independent industry experts. The Secretary of Environmental Affairs found that "...the Draft Environmental Impact Report (DEIR) submitted on this project adequately and properly complies with the Massachusetts Environmental Policy Act...". Refer to the Certificate of the Secretary of Environmental Affairs on the DEIR, dated May 7, 1999. Consistent with the request made by the EOEA in its Certificate on the Draft EIR, the Supplemental DEIS/FEIR includes delay and environmental analyses for 1998 to reflect current conditions and provide context to the delay problem at Logan Airport. The High and Low Fleet scenarios for 37.5 and 45 million passengers represent a range of possible future activity—both levels and fleet mix—at Logan Airport. A second major airport is not a solution to the current delay and congestion problems at Logan Airport. The Proposed Project to reduce delay and enhance safety at Logan Airport must be implemented in the near term to address current and future operating conditions. Even if a second major airport were to be pursued, the planning period for site selection and environmental review would require ten to 15 years, in addition to a multi-year construction period. Rather, Logan Airport is part of a regional system of airports that includes the T.F. Green/Providence, the Manchester, and the Worcester Regional airports. Service development and increased passenger traffic at these airports are an important part of the region's long-term strategy to accommodate passenger and activity growth. Greater use of the regional airports will provide passengers within the service area of such airports with a viable alternative to Logan Airport. Since demand within Logan Airport's primary service area will remain strong, the improvements at other regional airports will not eliminate the need for airside projects at Logan Airport.

Code	Topic 1	Topic 2	Comment	Response
249.2	Alternatives	Runway 14/32	If the proposed construction of Runway 14/32 and the Centerfield Taxiway are allowed to be built, it will only exacerbate the existing problems we currently endure.	The Preferred Alternative is a delay reduction program that promotes the efficiency and safety of airfield operations at Logan Airport. Runway14/32 enhances operating efficiency by providing a third available runway in weather conditions that require northwest-southeast operations. Similar three-runway configurations exist for all other operating directions. Runway 14/32 would not expand the overall capacity of the airport, since Logan Airport's normal operating capacity of 120 operations per hour, which is available approximately 80 percent of the year, is maintained with Runway 14/32. Massport is committed to ensuring that the airfield continues to function as efficiently as possible. The Preferred Alternative achieves this goal responsibly.
249.3	Noise	Impacts	[Even putting more traffic over the harbor would result in air quality, noise and vibration impacts to adjacent communities.]	No alternatives violate the NAAQS. The Preferred Alternative shows better air quality results than the other alternatives. No alternatives violate the NAAQS. The Preferred Alternative shows better air quality results than the other alternatives. Implementation of Runway 14/32 would not result in substantial noise impacts in any community. Rather, it would enable the air traffic controllers to adhere more closely to the PRAS goals and decrease the population that is most severely affected. For example, implementation of the Preferred Alternative will reduce the population affected by Day-Night Sound Level values greater than 70 dB by four percent with the 29 M Low Fleet scenario, by 67 percent with the 37.5 M High Fleet scenario, and by 39 percent with the High Regional Jet Fleet, while increasing the population exposed to Day-Night Sound Level values greater than 65 dB by two percent, zero percent, and three percent for these three fleet scenarios, respectively. Refer to Section 6.2.5 of the Supplemental DEIS/FEIR and population counts presented in Tables 6.2-3 through 6.2-8 of the Supplemental DEIS/FEIR. Noise-induced vibration levels from aircraft, though they may cause rattling, are normally less than footfalls produced by people walking through their own homes.
249.4	Alternatives	Runway 14/32	[Despite Massport's stated intentions, the FAA alone has the authority to designate flight paths and directions for take-off and landing.]	The Runway 14/32 concept under review in the Supplemental DEIS/FEIR allows unidirectional operations only (*i.e.*, all aircraft arrivals would occur over Boston Harbor to the Runway 32 approach and all departures would initiate from the Runway 14 heading out over Boston Harbor). State approval under MEPA and federal approval under NEPA will allow Runway 14/32 to proceed only on a basis consistent with the stated unidirectional limitations. Consistent with any such approvals, Massport will light and stripe Runway 14/32 to accommodate unidirectional operations only. Furthermore, the location of proposed Runway 14/32 involves physical limitations that reinforce the unidirectional requirements of that improvement concept. The Hyatt Hotel and Conference Center, which is 174 feet high, is within 1,300 feet of the Runway 14. The location of the Hyatt Hotel and Conference Center invades applicable FAA approach surface glide slope requirements, thereby precluding arrivals from the west to the Runway 14. Another factor limiting westerly operations on Runway 14/32 is the lack of available facilities to allow aircraft to taxi to the Runway 32. The unidirectional limitations of Runway 14/32 allow maximum use of over-water operations and thereby limit operational impacts over residential areas. To strictly reinforce these important environmental benefits, Massport has designated the intended unidirectional limitation on Runway 14/32 as a mitigation measure. Refer to Section 8.7 of the Supplemental DEIS/FEIR Draft Section 61 Findings, and the discussion in Section 8.5 of the Supplemental DEIS/FEIR regarding enforcement of unidirectionality of Runway 14/32.

LETTER 250

Lauri Webster
192 Gladstone Street
East Boston, MA 02128

April 22, 1999

Robert Durand, Secretary
Executive Office of Environmental Affairs
100 Cambridge Street 20th floor
Boston, MA 02202
RE: Logan Airside Improvement Project

Dear Secretary Durand:

I have always lived in comfortable middle class communities that had great relationships with their community or regional airports. There is always a reason to feel upbeat about these airports-- aviation exhibitions, balloon festivals, glider rides, flying lessons. Airports are the place you go to catch a vacation flight to Florida, or Colorado or France. I love vacations. Airports are also the place you go to catch flights for business trips. I hate business trips. Good for Business, bad for me. And I want to tell you living near an international airport is not so pleasant either, I am afraid.

As I began reading the EIR/EIS, I started compiling my comments and soon realized they would amount to volumes - something too long for me - a wife, a mother and full time professional to research and organize in 60 days. **What I was most struck by, however, was the inability of the data to adequately portray what the impacts of airport operations are really like.** So, I thought I would introduce you to what its like to live near Logan in layman's terms. Let me start by saying that I am shocked that Massport operations have been allowed to reach the level they have... in this country where we possess a certain environmental awareness and environmental laws.

The blast of the engines crescendos to 95 decibels every 90 seconds as each plane takes off. The screeching and squealing make me clench my teeth. Each plane thunders down the runway, shaking the windows in the house, vibrating china in the closet and tilting pictures on the wall. Sometimes this noise goes on for days-- sometimes weeks-- without a break. The noise wakes us up early in the morning and pounds away while we get ready for work. Every night, it destroys the peace when we come home from a long day. It continues until long after 11 PM, preventing us from going to sleep, and more often than reasonable, blasts us out of a sound sleep in the middle of the night. According to Massport's maps, we live *outside the 65 decibel contour.*

We are impacted in this way all during the warmer months when the wind blows from the south. Forget having a cookout on the deck on a sunny afternoon. Its too uncomfortable to stand out there over the grill. Forget tending a garden. Normal conversation is impossible, even inside the house! Telephone conversations are interrupted, with the other party inquiring, "What is that noise?" There is no relief in listening to music or watching TV because one has to turn up the volume up too high. It makes me irritable and I snap at my three year old. Sometimes, on Sunday nights, my husband and I pack up and *leave* the house just because we can't take the noise anymore!!!

The smell of jet fuel knows no boundaries either. It hits me in the face when I get of the train coming home from work. It follows me up the hill. It is really disappointing when the odor permeates my home. Sometimes, I cannot get away from the smell even by putting my head under my pillow. It is heavenly when the wind blows in a different direction and the smell of the sea cleanses the neighborhood.

Sometimes when the wind comes from a different direction, it just sounds like a hurricane outside. When the wind changes again and peace returns to my neighborhood, it is delightful. Unfortunately, I know the planes are torturing friends in other neighborhoods and surrounding cities and towns. Though the season or time of day may vary, these impacts are experienced by people in every East Boston neighborhood (33,000 people live in East Boston). I know friends in parts of Revere, Winthrop, South Boston and Chelsea that have similar experiences. These neighborhoods of Boston and surrounding towns and cities are ***home*** to more than **120,000 people**.

Then there are the more insidious impacts - things that are harder to prove... effects that take longer to show up or are harder to quantify. Someone told me that there are 70 pounds of particulates released into the air with every take-off and landing. Is this true? Where do the particulates land besides on my window sills and on my clean laundry, which I hang out to dry? How far are they dispersed? What is their impact on our health? Since I have lived in East Boston, I have heard residents wonder out loud about the impact of Logan operations on their health and the health of family and friends. Here is a sample of questions I have heard: Why is there an abnormally high rate of cancer among the older men who belong to the boat club at the end of the runway? Is childhood asthma on the rise in the Town of Winthrop? Is there is cluster of people with neurological disorders in East Boston? Is there a high rate of miscarriage among young women who live and work in East Boston? Is it true that children in flight paths have more difficulties learning? 250.1

How do we quantify the cost of ill health and ignorance? Shouldn' t all this be part of the equation? The report emphasizes over and over the costs to business that the proposed project will alleviate. But what about the costs to our quality of life? Who is going to compensate me for the time I sit in airport related traffic in my own community? How will I be compensated for all the times I cannot go outside to tend to my garden? Who is going to pay me for every day of every year that my property is further devalued by increased airport activity? How can people who 250.2

complain about the poor and working classes being a drag on our nation act to handicap them further? As you can see, I am completely disgusted with Logan International Airport.

Let me try and summarize the rest of my comments on the report:

- Massport and the FAA should be required to lay out for discussion and analysis in detail every computer modeling program referenced, including all assumptions and line by line listing of the individual computer programming commands. Massport has found errors/deficiencies in other computer models before (i.e. how noise travels over water, the "hill" effect...). 250.3

- Massport and the FAA should be required to submit maps that adequately portray the population densities affected by its current and proposed operations. In this report they have manipulated the scale of the maps and the information provided to support their argument, but not necessarily to reflect what really exists or will exist. 250.4

- Massport continually references how much traffic they are directing over the water, which at times makes the reader forget that the "water" is the Boston Harbor, a living resource that we are paying great sums to clean up. We are also trying very hard to establish the Boston Harbor Islands National Park. The impacts to the Harbor should be better quantified. What will be the impact of increased pollution on the eel grass or the harbor seals that have returned to the Harbor. Will the Snowy Owls continue to come? 250.5

- Similarly, Massport's continuous references to how much traffic they are directing over the water belies the fact that taking off over the "water" means that screaming jet engines are both near and facing neighborhoods. Being "behind" blasting engines is as bad as being buzzed by them. This should be fully analyzed. 250.6

- Massport should be required to address impacts to surrounding parks, including Belle Isle Marsh, Piers Park, Memorial Stadium and other smaller East Boston Parks as well as the parks in Winthrop that are in direct flight paths. 250.7

I thank you for your time in considering these comments. I wish I could feel good about our airport and this expansion project, but I do not. I happen to believe that air travel is still in its infancy... that everything about it is going to get bigger and faster, and there is going to be more of it. It seems like we ought to be defining some boundaries and setting some limits. One region can only take so much.

Sincerely,

Lauri Webster

Lauri Webster

cc Arthur Pugsley

Letter 250
Lauri Webster
Private Citizens: East Boston

Code	Topic 1	Topic 2	Comment	Response
250.1	Air Quality	Impacts	Someone told me that there are 70 pounds of particulates released into the air with every take-off and landing. Is this true? Where do the particulates land besides on my window sills and on my clean laundry, which I hang out to dry? How far are they dispersed? What is their impact on our health?	The Preferred Alternative will neither incorporate land from nor affect the normal activity or aesthetic value of a public park, recreation area, wildlife refuge, or historic site. In addition, Massport prepares the *Logan Airport Annual Update* and the *EDRs* as part of the review process for the Logan Airport GEIR/ESPR, which presents a series of status updates on conditions and environmental mitigation initiatives at Logan Airport. Massport has carefully planned the airside improvements to reduce delays and improve efficiency without the need for harbor intrusion. Stormwater management will employ Best Management Practices to minimize potential adverse impacts to harbor water quality. No adverse impacts to the Harbor, the Harbor Islands or the surrounding areas are anticipated from this project. Massport employs a GIS mapping system to correlate air quality and odor complaints with meteorology, airport use, and other factors. The soot sampling and monitoring programs indicate that Logan Airport is a very small (*i.e.*, less than one percent) contributor. In addition, the NAAQS serve as an indicator of the acceptability of current pollutant concentrations since these standards were designed to protect human health and welfare. Dispersion modeling indicates no violations of the NAAQS.
250.2	Public Health	Effects	How do we quantify the cost of ill health and ignorance? Shouldn't all this be part of the equation? The report emphasizes over and over the costs to business that the proposed project will alleviate. But what about the costs to our quality of life?	In January 1996, Massport reviewed available public health data, including mortality and morbidity from each neighborhood in Boston and cancer incidence data available from the Massachusetts Department of Public Health. These data indicated that causal relationships cannot be determined at this time. A review of the 1999 *Report to the Mayor, Health of Boston* prepared by the Boston Public Health Commission leads to a similar conclusion. In addition, Massport has shared the results of the *Soot Deposition Study* with public health agencies and is cooperating with the Harvard School of Public Health on the *South Boston Particle Source Apportionment Study.*
250.3	Analysis Assumptions/ Methodologies	Passenger Forecasts	Massport and the FAA should be required to lay out for discussion and analysis in detail every computer modeling program referenced, including all assumptions	All operational and environmental models used in the Airside analysis are approved for use in this EIS/EIR. The FLAPS, DELAYSIM, and Airport Machine models used for the operational analysis were reviewed and approved by the FAA and are discussed in Chapter 4 of the Supplemental Draft EIS/Final EIR. The noise analysis is based on the FAA approved INM model, which is discussed in Chapter 6. The air quality analysis is based on FAA, EPA, and MDEP models and guidelines, which are discussed in Chapter 6. Please refer to the technical appendices in the Draft EIS/Draft EIR and the Supplemental DEIS/FEIR for detailed modeling assumptions.

Code	Topic 1	Topic 2	Comment	Response
250.4	Environmental Justice	Demographic Data	Massport and the FAA should be required to submit maps that adequately portray the population densities affected by its current and proposed operations. In this report they have manipulated the scale of the maps and the information provided to support their argument, but not necessarily to reflect what really exists or will exist.	The estimated population within the 65 dB and 60 dB DNL noise contours for the No Action and Preferred Alternatives is presented for each of the communities within the study area in Tables 6.8-3 through 6.8-8 of the Supplemental DEIS/FEIR. Figures 6.8-1 and 6.8-2 of the Supplemental DEIS/FEIR provide information on the distribution of median household income and minority populations within the study area.
250.5	Ecosystems	Wetlands	The impacts to the Harbor should be better quantified. What will be the impact of increased pollution on the eel grass or the harbor seals that have returned to the Harbor. Will the Snowy Owls continue to come?	No work is proposed in Boston Harbor.
250.6	Noise	Runway Use	...Massport's continuous references to how much traffic they are directing over the water belies the fact that taking off over the "water" means that screaming jet engines are both near and facing neighborhoods. ... This should be fully analyzed.	The operations of Proposed Runway 14/32 would be over the water. The departures on Runway 14 would turn over the inner harbor and proceed out the harbor mouth, as do the departures on Runway 15R, the nighttime preferential runway. Similarly, the last several miles of the approach path to Runway 32 would be over water and largely uninhabited islands. When Runway 14/32 is in operation, it would reduce the noise exposure over populated communities.
250.7	Open Space/ Parkland	Section 4(f)	Massport should be required to address impacts to surrounding parks, including Belle Isle Marsh, Piers Park, Memorial Stadium and other smaller East Boston Parks as well as the parks in Winthrop that are in direct flight paths.	Monitoring of airborne soot levels in the vicinity of Logan Airport have shown that the airport is a very small (less than one percent) contributor to ambient levels. In addition, Nitrogen Oxides emissions associated with the Airside Project are lower, when compared to the No Action Alternative. Construction and operational controls will be implemented to ensure that any potential impacts to natural resources are minimized. In general, these will include a construction soil erosion and sediment control plan, a stormwater management plan and the use of Best Management Practices (BMPs) for daily airfield operations.

LETTER 251

225 Webster Street
East Boston, Mass.
April 21, 1999

Dear Mr. Pugsley,

This is a letter of opposition to the Airside Expansion proposal by the Mass. Port. Authority. The proposed new runway and the centerfield taxiway would have very adverse impacts on my neighborhood and adjoining neighborhoods.

The proposed new runway would cause
three times the present take-offs on Runway 27.
It would also triple the departures on Runway
33. The neighborhoods, cities and towns under
and near these flight tracks already have
1.1 too much noise. To triple the noise exposure
for these residential communities is not
acceptable.

In my neighborhood, Jeffries Point, the
noise microphone at Jeffries Yacht Club
registers noise levels above 65 d.b. most days
of the month. Yet the noise contour does not
extend beyond the B.I.F. boundary of the
1.2 airport. Relying on the computer model
to describe the noise experience and impact
on neighborhoods is not acceptable. Real
measurement of noise via the microphone
would give a more accurate description.

In my opinion this way of measuring the noise with a computer model is a flaw and distorts the noise experience of people impacted by
251.2 airport operations. A new study using the
(cont.) real noise readings to determine noise impacts is necessary.

Take-offs on a proposed new runway would impact Jeffries Point heavily. The take-off roar would increase the low-frequency noise very much. We in Jeffries Point already suffer a great deal from the take-offs on Runway 9. The taxiing noise and the extremely loud roar and rumble shake the very foundations of our homes and cause everyday living to be interrupted till the take-off is completed. But then, a minute later another take-off starts and causes the same impact and life disruption. These existing impacts must
251.3 be addressed and mitigated before the Port Authority thinks about any new expansion proposals.

The proposed centerfield taxiway would cause more impacts of noise and pollution.
251.4 More airplanes under power would be lined up between the 4/22's at the same time as other planes would be lined up on existing taxiways. In my opinion this would allow

a large increase in capacity for the airport. And the increase in noise and air pollution for the nearby neighborhoods of Orient Heights and Winthrop would be awful.

The state, the F.A.A., the EPA and
51.5 any other agency involved in future planning
for transportation must take a broader, regional
look at transportation needs and solutions.
Since the present proposal was done, several
regional changes have begun to happen. The
airport in Rhode Island, T.F. Green and the
Manchester airport have begun new services
which take passangers and operations away
from Logan. In addition, Pease A.F.B. in
New Hampshire has proposed new operation
there. Also the new N.E. corridor rail
service between Boston, New York and
Washington will take passangers away
from the airlines when the travel time
is greatly reduced with higher speed trains.

In addition, airline delays have decreased since 1993. This delay reduction must be factored into the present situation. And management techniques such as peak hour pricing must be given a chance to demonstrate the effectiveness of reducing delay before any expansion is approved for the airport. In fact the Chairman of the Board of Directors of the Port Authority agreed to do peak hour pricing as a delay reduction technique before considering airside expansion. But right after the November election for Governor the expansion proposal was taken off the shelf and the agreement was forgotten by the Chairman.

251.6 The Draft E-IR does not address health impact from airport operations. In fact the neighborhoods in Boston have the highest asthma, emphysema and respiratory infection levels in the state. These conditions are aggravated by plane and car fumes.

251.7 Lowering of the minimums on landings will allow more aircraft to attempt landings in bad weather conditions. This, too, will impact close-in communities. The impact is not only in quantity of operations, but in safety issues as well. If a plane cannot land and attempts to abort, people are afraid that there is more potential for accidents near the airport. If, for instance, a plane cannot land and attempts to turn around and gain altitude quickly, people are afraid that some planes won't be able to gain altitude fast enough to execute a missed approach and the plane will crash. This sentiment is heard often in the Bayswater St. area and on Beachmont.

In the context of environmental justice, it is most unfair to concentrate the impacts and 51.8 burden of airline travel and airport expansion on the people in working class neighborhoods who already bear the burden of significant noise and air pollution. The current impacts must be mitigated by those responsible. And a more far reaching, regional planning approach to solving the transportation issue must be put in place.

Increasing the capacity and use of 51.9 underutilized airports, using peak hour pricing, siting a new airport, reducing the impacts of the present air traffic and creating a night curfew are all things that must be considered before considering an airside expansion project.

I must stress how important I believe it is that the FAA and the

Port Authority change the way they measure
noise from aircraft on the ground and in
the air. Our real life, daily experience
must be taken into account. The actual
measurements from the microphones are
more descriptive of the impacts than the
251.10 computer models. More microphones need
to be put out in the neighborhoods and
cities and towns. The noise contours need
to be redrawn to reflect the real noise
effects.

To misrepresent the noise impacts on people is devious in my opinion. Agencies that use public money should not be in the business of misrepresenting the effects of their proposals. And they shouldn't be misrepresenting other technical data to make a case for their proposals. This is dishonest.

Martin Luther King Jr. said,
"There comes a time when people get tired of being plunged into the abyss of exploitation and nagging injustice."

I and all other people impacted by the environmental injustice of airport expansion are tired of being exploited. For this and for all the reasons stated in his letter and in the technical comments from the Community Advisory Committee consultants, I ask that this draft E.I.R. be found inadequate.

Sincerely,
Mary Jean Welch

Letter 251
Mary Ellen Welch
Private Citizens: East Boston

Code	Topic 1	Topic 2	Comment	Response
251.1	Noise	Impacts	The neighborhoods, cities and towns under and near these flight tracks already have too much noise. To triple the noise exposure for those residential communities is not acceptable.	The goals of the Airside Project are to reduce delay, increase airport efficiency, and reduce negative environmental impacts. The Preferred Alternative, and specifically unidirectional Runway 14/32, would not increase Logan Airport's normal airfield capacity of approximately 120 operations per hour. This capacity is available at Logan Airport approximately 80 percent of the time. Runway 14/32 would allow Logan Airport to maintain this capacity during periods of strong northwest winds that now require controllers to operate on only one or two runways, compared to the typical three-runway configurations used at Logan Airport. The runway will not increase Logan Airport's normal operating capacity, nor will it encourage or induce an increase in aircraft operations. The Preferred Alternative, and specifically unidirectional Runway 14/32, would not increase Logan Airport's normal airfield capacity of approximately 120 operations per hour. This capacity is available at Logan Airport approximately 80 percent of the time. Runway 14/32 would allow Logan Airport to maintain this capacity during periods of strong northwest winds that now require controllers to operate on only one or two runways, compared to the typical three-runway configurations used at Logan Airport. The runway will not increase Logan Airport's normal operating capacity, nor will it encourage or induce an increase in aircraft operations. The Preferred Alternative, and specifically unidirectional Runway 14/32, would not increase Logan Airport's normal airfield capacity of approximately 120 operations per hour. This capacity is available at Logan Airport approximately 80 percent of the time. Runway 14/32 would allow Logan Airport to maintain this capacity during periods of strong northwest winds that now require controllers to operate on only one or two runways, compared to the typical three-runway configurations used at Logan Airport. The runway will not increase Logan Airport's normal operating capacity, nor will it encourage or induce an increase in aircraft operations. Although safety is the first consideration of any proposed alternative at Logan Airport, this data were not relevant to the Airside Study. However, such questions can be answered by contacting the public affairs offices of the FAA or Massport.

Code	Topic 1	Topic 2	Comment	Response
251.2	Noise	Model	Relying on the computer model to describe the noise experience and impact on neighborhoods is not acceptable. Real measurement of noise via the microphone would give a more accurate description. ... A new study using the real noise readings to determine noise impacts is necessary.	Differences between measured and modeled sound levels have been reported in Logan Airport's various GEIRs and Annual Updates for a number of years. Differences at close-in locations were significantly reduced in 1996 through modification of source levels to better account for over-water sound propagation and apparent use of higher engine power settings than are normally assumed in the noise model's database (Refer to Appendix F of the *Logan Airport 1996 Annual Update).* In 1998, differences between measured and modeled noise became even less when Massport upgraded its monitoring system and began to report noise caused only by aircraft – a metric directly comparable to the DNL exposure levels predicted by the noise model. At sites having exposure levels of 60 dB or more, this improvement to the monitoring system brought measured and modeled DNL values to within 0.2 dB of each other. (Refer to Chapter 5 of the *Logan Airport 1998 Annual Update*). Massport continues to investigate possible causes for remaining differences (such as from hill effects) but believes the FAA's INM noise model used in the Airside Project noise analyses accurately represents expected noise exposure. Using results from a special study of Terrain Modeling analysis ("hill effects") in Orient Heights and Jeffries Point, Massport applied for and received approval to apply a correction to 1999 contours to account for increased levels in Orient Heights.
251.3	Noise	Impacts	The existing [noise and vibration] impacts must be addressed and mitigated before the Port Authority thinks about any new expansion proposals.	Implementation of Runway 14/32 would not result in substantial noise impacts in any community. Rather, it would enable the air traffic controllers to adhere more closely to the PRAS goals and decrease the population that is most severely affected. For example, implementation of the Preferred Alternative will reduce the population affected by Day-Night Sound Level values greater than 70 dB by four percent with the 29 M Low Fleet scenario, by 67 percent with the 37.5 M High Fleet scenario, and by 39 percent with the High Regional Jet Fleet, while increasing the population exposed to Day-Night Sound Level values greater than 65 dB by two percent, zero percent, and three percent for these three fleet scenarios, respectively. Refer to Section 6.2.5 of the Supplemental DEIS/FEIR and population counts presented in Tables 6.2-3 through 6.2-8 of the Supplemental DEIS/FEIR. Noise-induced vibration levels from aircraft, though they may cause rattling, are normally less than footfalls produced by people walking through their own homes.
251.4	Alternatives	Taxiway Improvements	[The proposed centerfield taxiway would allow more planes to line up, waiting to take off, increasing capacity for the airport and causing an increase in air and noise pollution.]	Reducing the current landing minimums for Runways 15R, 22L, and 27 at Logan Airport will not increase noise levels. Aircraft will follow the same arrival paths, at the same altitudes as today, but the location at which a missed approach decision must be made will be moved closer to the airport. Since missed approaches rarely occur, they have no discernible effect on the cumulative noise. For example, reducing the Runway 22L decision height to 200 feet moves the maximum noise point to approximately 3,000 feet from touchdown which is further from populated areas in East Boston than the current maximum noise point. Although categorically excluded from NEPA review, modeling of the changes in runway availability from reductions in the approach minimums and an analysis of the potential impacts on community noise exposure that may result were included in the Airside Project in compliance with an earlier agreement among Massport, the FAA and the City of Boston.

Code	Topic 1	Topic 2	Comment	Response
251.5	Regional Transportation	Regional Airports	The state and the FAA, the EPA and [the state agencies] for transportation must take a broader, regional look at transportation needs and solutions.	Massport has been engaged in cooperative regional planning with the FAA, regional airports, and state transportation agencies for a number of years. For example, in November 1999, Massport and Governor Cellucci sponsored a Regional Transportation Summit that involved the New England Governors, transportation officials, and business leaders. The summit focused on joint marketing among the New England commercial service airports and the joint promotion of rail and road initiatives that will foster an efficient and balanced regional transportation system. Refer to Chapter 2 of the Supplemental DEIS/FEIR for a comprehensive discussion of Massport's regional transportation planning initiatives.
251.6	Public Health	Effects	The Draft EIS/R does not address health impact from airport operations.	In January 1996, Massport reviewed available public health data, including mortality and morbidity from each neighborhood in Boston and cancer incidence data available from the Massachusetts Department of Public Health. These data indicated that causal relationships cannot be determined at this time. A review of the 1999 *Report to the Mayor, Health of Boston* prepared by the Boston Public Health Commission leads to a similar conclusion. In addition, Massport has shared the results of the *Soot Deposition Study* with public health agencies and is cooperating with the Harvard School of Public Health on the *South Boston Particle Source Apportionment Study.*
251.7	Alternatives	Reduced Approach Minima	Lowering of the minimums on landings will allow more aircraft to attempt landings in bad weather conditions. This, too, will impact close-in communities.	Reducing the current landing minimums for Runways 15R, 22L, and 27 at Logan Airport does not equate to a reduction in the existing levels of safety and doesn't change noise levels. Aircraft would follow the same arrival paths, at the same altitudes as today, but the location at which a missed approach procedure would be initiated would be moved closer to the airport. Since missed approaches rarely occur, they have no discernible effect on the cumulative noise such as the Day-Night Sound Level (DNL), but are rather single aircraft events. The noise from a missed approach is at maximum value just after engine thrust has been increased for the climb-out. Reducing the Runway 22L decision height to 200 feet, for example, this maximum noise occurs approximately 3,000 feet from touchdown and further from populated areas in East Boston and Winthrop that is currently the case. Ideally, whenever possible, the lowest minimums are used to ensure the greatest availability of a runway during poor weather . Although normally categorically excluded from the NEPA review, the Airside Project study included modeling of changes in runway availability due to reductions in the approach minimums and an analysis of the potential impacts on community noise exposure that may result.

Code	Topic 1	Topic 2	Comment	Response
251.8	Environmental Justice	Impacts	...it is most unfair to concentrate the impacts and burden of airline travel and airport expansion on the people in working class neighborhoods who already bear the burden of significant noise and air pollution.	Adverse impacts are not predominately borne by low-income or minority populations. Only 21 percent of the population within the 65 dB DNL contour for the Preferred Alternative is minority, compared to the Suffolk County minority population of 38 percent. Less than two percent of the population within the 65 dB DNL contour for the Preferred Alternative has a household income less than 150 percent of poverty level. The additional area within the 65 dB DNL noise contour associated with the Preferred Alternative includes a predominately Hispanic neighborhood in Chelsea which is predicted under worst case assumptions to experience an increase of 0.6 dB or less. Under FAA standards, this change is not a significant adverse impact. The minority and low-income populations in South Boston and East Boston affected by the Preferred Alternative 65 dB DNL contour are almost identical to the No Action Alternative. The 65 dB DNL contour for the Preferred Alternative does not extend into Jamaica Plain, Roxbury and the South End. Mitigation of the increased noise within the 65 dB DNL contour will be provided to affected communities in the form of residential sound insulation. The existing flight tracks at Logan Airport have been developed over a long period of time with community consultation and provide the best combination meeting both airport requirements and community needs. The redesign of existing flight tracks was not included as a part of the Airside Project. The only new tracks proposed in the Airside Project Draft EIS/EIR are for Runway 14/32 and are over water.
251.9	Regional Transportation	Regional Airports	Increasing the capacity and use of underutilized airports, using peak-hour pricing, siting a new airport, reducing the impacts of the present air traffic and creating a night curfew are all things that must be considered before considering an airside expansion project.	Because the development of a second major airport would require ten to 15 years for site selection and environmental review, in addition to a multi-year construction period, this option is not viewed as a solution to accommodating forecast demand over the next 20 years. Service developments at other surrounding airports, including Manchester Airport, T.F. Green/Providence Airport and Worcester Regional Airport, preclude the need for a second major airport. The available public health studies for communities adjacent to Logan Airport were reviewed and are presented in Section 6.8.7 of the Supplemental DEIS/FEIR.

Code	Topic 1	Topic 2	Comment	Response
251.10	Noise	Monitoring	...the actual measurements from the microphones are more descriptive of the impacts than the computer models. ... The noise contours need to be redrawn to reflect the real noise effects.	Differences between measured and modeled sound levels have been reported in Logan Airport's various GEIRs and Annual Updates for a number of years. Differences at close-in locations were significantly reduced in 1996 through modification of source levels to better account for over-water sound propagation and apparent use of higher engine power settings than are normally assumed in the noise model's database (Refer to Appendix F of the *Logan Airport 1996 Annual Update).* In 1998, differences between measured and modeled noise became even less when Massport upgraded its monitoring system and began to report noise caused only by aircraft – a metric directly comparable to the DNL exposure levels predicted by the noise model. At sites having exposure levels of 60 dB or more, this improvement to the monitoring system brought measured and modeled DNL values to within 0.2 dB of each other. (Refer to Chapter 5 of the *Logan Airport 1998 Annual Update*). Massport continues to investigate possible causes for remaining differences (such as from hill effects) but believes the FAA's INM noise model used in the Airside Project noise analyses accurately represents expected noise exposure. Using results from a special study of Terrain Modeling analysis ("hill effects") in Orient Heights and Jeffries Point, Massport applied for and received approval to apply a correction to 1999 contours to account for increased levels in Orient Heights. Also, measurements can only report on the noise that is occurring, not on what may occur under a future scenario. Therefore, it is necessary to use the calculated contour methodology to examine noise from various future scenarios.

Olympia Mastrocola
26 Winthrop Street
Everett, MA 02149

LETTER 252

April 12, 1999

Robert Durand
Secretary of Environmental Affairs
100 Cambridge Street, 20th Floor
Boston, MA 02202

Dear Sir:

I strongly oppose the expansion of ***Runway 14/32*** and the ***Center Strip Taxiway***.

The noise from incoming planes has impacted my family's quality of life for years, (especially in summer months when trying to sit out in back yard, or having friends over for cookout, the noise is annoying), you only have to check up on the complaints I have made.

There are other ways to satisfy our region's transportation needs such as the utilization of other airports. 252.1

Sincerely,

Olympia Mastrocola

Olympia Mastrocola

Letter 252
Olympia Mastrocola
Private Citizens: Everett

Code	Topic 1	Topic 2	Comment	Response
252.1	Regional Transportation	Regional Airports	There are other ways to satisfy our region's transportation needs such as the utilization of other airports.	Chapter 2 of the Supplemental DEIS/FEIR provides a discussion of the specific role played by the regional transportation alternatives and steps that Massport has taken to foster use of these alternatives. Massport has long recognized and has been a proponent of options to Logan Airport. Together with the regional airports, Massport has implemented a regional strategy to enhance the use of options to Logan Airport. In the Draft EIS/EIR, Massport identified up to 7.3 million annual passengers that could be absorbed by regional alternatives that include use of T.F. Green/Providence, Manchester and Worcester Regional airports, as well as the new high-speed rail to New York. In the Supplemental DEIS/FEIR, Massport recognizes that these developments will slow Logan Airport's passenger traffic growth. Logan Airport may not achieve the 37.5 million passenger forecasts until after 2010, but rather closer to 2015, and the 45 million passenger forecasts may not be achieved until after 2020. While regional alternatives can play an important role in reducing the rate of future traffic growth at Logan Airport, they do not address Logan Airport's inability to efficiently accommodate current levels of demand during northwest wind conditions. Runway 14/32, which is designed to correct the problem with Logan Airport's layout, is necessary to correct this deficiency and provides clear benefits at current aircraft traffic levels. These benefits will only increase in the future, even as developments at the regional airports act to reduce the rate of future growth at Logan Airport.

Dr. and Mrs. Robert F. Belknap
12 Ringbolt Road
Hingham, MA 02043

LETTER 253

April 17, 1999

Re: Opposed to Runway 14/32

Secretary of Environmental Affairs
Attention: MEPA Office
Arthur Pugsley-EOEA No.10
100 Cambridge St. 20th floor
Boston, MA 02205

Dear Mr. Secretary,

The agreements of 1987 between Massport and the Massachusetts Executive Office of Environmental Affairs were to limit growth at Logan in a way that would maintain impacts at or below 1987 levels. The current request for runway expansion violates this commitment and should be opposed by EOEA. 253.1

Very truly yours,

Dr. and Mrs. Robert F. Belknap

Dr. and Mrs. Robert F. Belknap

Letter 253
Dr. and Mrs. Robert F. Belknap
Private Citizens: Hingham

Code	Topic 1	Topic 2	Comment	Response
253.1	Environmental Review Process	MEPA	The agreements of 1987 between Massport and the Massachusetts Executive Office of Environmental Affairs were to limit growth at Logan in a way that would maintain impacts at or below 1987 levels. The current request for runway expansion violates this commitment and should be opposed by EOEA.	Massport disagrees. For all the alternatives, the Airside Project analysis determined that the noise-affected populations, in both 1999 and in future years, are well below the cumulative noise exposed populations that existed in 1987.

LETTER 254

The Townsend Hotel

April 19, 1999

Secretary of Environmental Affairs
MEPA office

Dear Secretary Pugsley:

I am writing to express vehement oppo-
sition to expanding Logan airport by building
runway 14/32.

In my view, lifting the ban on Logan
expansion will create new problems where
none now exist. To begin with, Logan airport
254.1 will never be large enough or accessible
enough to solve the *region's* transportation
problems. Furthermore, Runway 14/32
would dramatically increase traffic over
254.2 Hingham and other South Shore communi-
ties. In addition to the human aspects
of noise pollution, disturbance of the

nesting patterns of the swans and
other migratory waterfowl is inevitable.
I live on conservation land and these
planes fly directly overhead in their
approach to runway 33L currently.
254.3 Dramatically increasing this traffic would
damage the quality of life for all
species in the planes' path.

Finally, there is a question of
honesty on Massport's part. They have
254.4 stated in public that increased traffic to
runway 14/32 would be over water.
This is not true. Come to my house
when the wind is right and the answer
will be evident as to this question.

Sincerely,
Robert F. Belknap MD
12 Ringbolt Rd (Belknap
Hingham MA 02043

Letter 254
Robert F. Belknap M.D.
Private Citizens: Hingham

Code	Topic 1	Topic 2	Comment	Response
254.1	Regional Transportation	Regional Airports	...Logan Airport will never be large enough or accessible enough to solve the region's transportation problems.	Developments at the regional airports and their impacts on Logan Airport are described in Sections 2.3 to Section 2.6 of the Supplemental DEIS/FEIR. Massport considers Logan Airport to be part of a regional system of airports that includes T.F. Green/Providence, Manchester, and Worcester Regional airports. Massport has long recognized that service development and increased passenger traffic at these airports are an important part of the region's long-term strategy to accommodate passenger and activity growth. Massport has actively encouraged the development of these regional airports. Greater use of the regional airports will provide passengers within the service area of such airports with a viable alternative to Logan Airport. Since demand within Logan Airport's primary service area will remain strong, the improvements at other regional airports will not eliminate the need for airside projects at Logan Airport.
254.2	Alternatives	Runway 14/32	...Runway 14/32 would dramatically increase traffic over Hingham and other South Shore communities.	The Supplemental DEIS/FEIR projects that the Preferred Alternative will promote runway use in a manner that is more consistent with annual PRAS goals. Total arrivals to Runway 33L and 32 would increase with construction of the Runway 14/32, but this arrival flight path is primarily over water. This runway operating direction is currently running well below the PRAS goal of 42.3 percent, and the unidirectional Runway 14/32 would allow the controllers to approach but still remain below the annual goal for Runway 33 arrivals. The PRAS goals were established based on a thorough public participation process in response to community noise concerns.
254.3	Ecosystems	Rare Species	...disturbance of the nesting patterns of the swans and other migratory waterfowl is inevitable...Dramatically increasing [air] traffic would damage the quality of life for all species in the planes' path.	The Preferred Alternative is a delay reduction program that promotes the efficiency and safety of airfield operations at Logan Airport. Runway14/32 enhances operating efficiency by providing a third available runway in weather conditions that require northwest-southeast operations. Similar three-runway configurations exist for all other operating directions. Runway 14/32 would not expand the overall capacity of the airport, since Logan Airport's normal operating capacity of 120 operations per hour, which is available approximately 80 percent of the year, is maintained with Runway 14/32. Massport is committed to ensuring that the airfield continues to function as efficiently as possible. The Preferred Alternative achieves this goal responsibly.

Code	Topic 1	Topic 2	Comment	Response
254.4	Alternatives	Runway 14/32	They have stated in public that increased traffic to runway 14/32 would be over water. This is not true.	Refer to Section 8.7 of the Supplemental DEIS/FEIR Draft Section 61 Findings, and the discussion in Section 8.5 of the Supplemental DEIS/FEIR regarding enforcement of unidirectlionality of Runway 14/32. The unidirectional limitations of Runway 14/32 allow maximum use of over-water operations and thereby limit operational impacts over residential areas. To strictly reinforce these important environmental benefits, Massport has designated the intended unidirectional limitation on Runway 14/32 as a mitigation measure. We anticipate that any state and federal approvals will also strictly reinforce the unidirectional limitations intended for Runway 14/32. The significant noise exposure from Runway 14/32 occurs over water in Boston Harbor. Even the Day-Night Sound Level 60 dB contour, which extends less than six miles from the runway, is over water. The DNL on the south shore of the harbor at 9 miles from the runway should be less, on the order of 55 dB, which was chosen by the United States EPA as the environmental noise level required to protect public health and welfare with an adequate margin of safety.

LETTER 255

17 Ringbolt Rd.
Hingham, MA. 02043
April 21, 1999

Secretary of Environmental Affairs
attn.: MEPA Office
Mr. Arthur Pugsley - EOEA No. 104
100 Cambridge St. 20th fl.
Boston, MA. 02205

Dear Secretary Pugsley,

We are opposed to the lifting of the ban on expansion of Logan Airport and to the construction of Runway 1432 for the following reasons:

1. Runway 1432 will not solve the problem of Logan's inadequacy as a site. 255.1
2. Regional solutions have not been given adequate consideration. For example, we find that door to door travel time from Hingham to T.F. Greene Airport in Rhode Island is about equal to that to Logan. 255.2
3. Runway 1432 would not be strictly over the water. We are located 9 miles from Logan directly in the glide path and already subject to excessive noise when Runway 33L is in use. 255.3

We request a delay of the construction of Runway 1432 until alternatives are adequately explored.

Sincerely,

Charles W Berry
Susan B Berry

Charles W. Berry
Susan B. Berry

Letter 255
Charles and Susan Berry
Private Citizens: Hingham

Code	Topic 1	Topic 2	Comment	Response
255.1	Alternatives	Runway 14/32	Runway 14/32 will not solve the problem of Logan's inadequacy as a site.	Logan Airport is currently one of the most delay-prone airports in the country, and Massport is striving to achieve the best performance possible from the existing airport site. The benefits of Runway 14/32 are significant: (1) it provides a third runway for operations during northwest winds; (2) it reduces total annual delay by 21 to 35 percent (Alt. 1A vs. Alt. 4); (3) it reduces delays during VFR conditions by 47 to 69 percent (Alt. 1A vs. Alt. 4); (4) it allows controllers to separate aircraft of differing size classes during northwest winds; and (5) it increases the controllers' ability to achieve PRAS goals.
255.2	Regional Transportation	Regional Airports	Regional solutions have not been given adequate consideration.	Logan Airport is part of a regional system of airports that includes T.F. Green/Providence, Worcester Regional and Manchester airports. Massport has long recognized that service development and increased passenger traffic at these airports are an important part of the region's long-term strategy to accommodate passenger and activity growth. Massport has actively encouraged the development of regional airports and use of other options, including high-speed rail to Logan Airport's largest market, New York. Regional service was examined in Chapter 2 of the Airside Project Draft EIS/EIR and the Supplemental DEIS/FEIR. This analysis supports the conclusion that greater use of the regional airports will provide passengers within the service area of such airports with a viable alternative to Logan Airport. Since demand within Logan Airport's primary service area will remain strong, the improvements at other regional airports will not eliminate the need for airside projects at Logan Airport.
255.3	Alternatives	Runway 14/32	Runway 14/32 would not be strictly over the water. We are located 9 miles from Logan, directly in the glide path and already subject to excessive noise when Runway 33L is in use.	The significant noise exposure from Runway 14/32 occurs over water in Boston Harbor. Even the Day-Night Sound Level 60 dB contour, which extends less than six miles from the runway, is over water. The DNL on the south shore of the harbor at 9 miles from the runway should be less, on the order of 55 dB, which was chosen by the United States EPA as the environmental noise level required to protect public health and welfare with an adequate margin of safety.

LETTER 256

JAMES B. CONROY
28 CROYDON RD.
HINGHAM, MASS. 02043

April 18, 1999

Secretary of Environmental Affairs
Attn: MEPA Office
Mr. Arthur Pugsley - EOEA No.10
100 Cambridge St
Boston, MA 02205

Dear Mr. Pugsley:

As 17-year residents of the World's End area of Hingham, my wife and children and I have endured a growing parade of air traffic nearly directly overhead, which began as a relatively modest concern but has steadily grown in recent years. The proposed new runway at Logan would drastically increase that noise pollution, for the sake of expanding traffic at a transportation bottleneck that is already full. 256.1

Please record our strong opposition to this plan, on grounds of simple fairness as well as sound environmental policy and urban planning. Hingham and surrounding communities will be adversely impacted by the new runway to an extent that cannot be justified by the untenable arguments on the other side.

Sincerely,

Jane

Letter 256
James B. Conroy
Private Citizens: Hingham

Code	Topic 1	Topic 2	Comment	Response
256.1	Alternatives	Runway 14/32	The proposed new runway at Logan would dramatically increase that noise pollution, for the sake of expanding traffic at a transportation bottleneck that is already full.	In Hingham DNL levels from Logan Airport overflights are on the order of 55 dB or less, some 20 dB below the highest exposure levels experienced by communities much closer to Logan Airport.

LETTER 257

28 Croydon Road
Hingham, MA 02043
April 18, 1999

Secretary of Environmental Affairs
Attention: MEPA Office
Mr. Arthur Pugsley-EOEA No. 10
100 Cambridge Street
20th Floor
Boston, MA. 02205

Dear Mr. Pugsley:

I don't believe I can adequately describe the complete sense of dismay I felt when I happened upon the diagram in the March 2, 1999, *Boston Globe,* showing the effect Runway 14/32 would have on the Town of Hingham. Prior to this, I was not even aware that Massport wanted to accommodate more flights into Logan. Really, it never even entered my mind that an expansion would even be considered, adding more traffic both in the air and on the ground to the mass of congestion we know as the City of Boston. At first, I believed the diagram must be in error. I thought that if Hingham were to be impacted by the runway, certainly the town would be made aware of the situation and state and federal studies would be done to assess its impact on our quality of life. So I allayed my fears until further articles in the *Globe* made it clear that indeed Hingham would be severely affected. Massport hadn't even considered the effects on Hingham. 257.1 257.2

Sometimes the noise is so bad here that indoor telephone conversations must be interrupted while a plane passes overhead. But, while certainly stressful, the knowledge that when the wind direction changes so will the flight path makes the noise tolerable. However, the proposed 150% increase in flights would result in fewer, if any, periods of quiet. 257.3

Please consider the significant impact on the quality of life in Hingham and other communities surrounding Logan and reject this proposal.

Sincerely,

Lynn Conroy

Lynn Conroy

Letter 257
Lynn Conroy
Private Citizens: Hingham

Code	Topic 1	Topic 2	Comment	Response
257.1	Alternatives	Demand	I was not aware that Massport wanted to accommodate more flights into Logan...[This expansion would add] more traffic both in the air and on the ground...	The Preferred Alternative, and specifically unidirectional Runway 14/32, would not increase Logan Airport's normal airfield capacity of approximately 120 operations per hour. This capacity is available at Logan Airport approximately 80 percent of the time. Runway 14/32 would allow Logan Airport to maintain this capacity during periods of strong northwest winds that now require controllers to operate on only one or two runways, compared to the typical three-runway configurations used at Logan Airport. The runway will not increase Logan Airport's normal operating capacity, nor will it encourage or induce an increase in aircraft operations.
257.2	Environmental Review Process	Public process	I thought if Hingham were to be impacted by the runway...[they] would be made aware of the situation...Massport hadn't even considered the effects on Hingham.	In Hingham DNL levels from Logan Airport overflights are on the order of 55 dB or less, some 20 dB below the highest exposure levels experienced by communities much closer to Logan Airport.
257.3	Noise	Impacts	...while certainly stressful, the knowledge that when the wind direction changes so will the flight path makes the noise tolerable. However, the proposed 150% increase in flights would result in fewer, if any, periods of quiet.	The Preferred Alternative is a delay reduction program that promotes the efficiency and safety of airfield operations at Logan Airport. Runway14/32 enhances operating efficiency by providing a third available runway in weather conditions that require northwest-southeast operations. Similar three-runway configurations exist for all other operating directions. Runway 14/32 would not expand the overall capacity of the airport, since Logan Airport's normal operating capacity of 120 operations per hour, which is available approximately 80 percent of the year, is maintained with Runway 14/32. Massport is committed to ensuring that the airfield continues to function as efficiently as possible. The Preferred Alternative achieves this goal responsibly.

LETTER 258

Edward H. D'Alelio
7 Ringbolt Road
Hingham, Massachusetts 02043

April 21, 1999

Secretary of Environmental Affairs
Attention: MEPA Office
Mr. Arthur Pugsley – EOEA No. 10
100 Cambridge St., 20th floor
Boston, MA 02205

RE: Opposition to Runway 14/32

Dear Mr. Pugsley:

As a family resident of Ringbolt Farm in Hingham, I am strongly opposed to Runway 1432. The existing noise from aircraft is excessive on my family, beginning in earnest at 4:00 a.m. every morning. It is disruptive to my family, especially my young children who are awakened from sleep. 258.1

I am a frequent business traveler. I have observed no delays in my airline schedule and see no need for further airline expansion. If Massport wants to ease delays, they should expedite baggage retrieval. Logan is by far the worst-performing airport in the country on baggage retrieval. 258.2

Again, I strongly oppose further expansion of Runway 1432. It is unneeded, a costly waste of taxpayer money, and a serious aggravation in potential noise pollution.

Sincerely,

Edward H. D'Alelio

Letter 258
Edward H. D'Alelio
Private Citizens: Hingham

Code	Topic 1	Topic 2	Comment	Response
258.1	Noise	Nighttime Noise	The existing noise from aircraft is excessive on my family, beginning in earnest at 4:00 AM every morning. It is disruptive to my family, especially my young children who are awakened from sleep.	The Night Equivalent Sound Level (LeqN) was calculated at 23 selected locations for all fleets and scenarios. Tables 6.2.8 and 6.2.9 of the Supplemental DEIS/FEIR report these data for the 29M Low and 37.5M High Fleet scenarios of the Supplemental DEIS/FEIR. The results show that, at most locations, the LeqN for the future fleets is lower than for the 1993 case. Where there is an increase in LeqN, the reason was the increase in flights for the No Action Alternative, which generally was mitigated by the Preferred Alternative. These results indicate that there will be less sleep disturbance in the future than that currently experienced. Refer to Section 7.4.1 of the Supplemental DEIS/FEIR for a discussion of cumulative noise impacts.
258.2	Purpose and Need	Delays	I am a frequent business traveler. I have observed no delays in my airline schedule and see no need for further airline expansion. If Massport wants to ease delays, they should expedite baggage retrieval. Logan is by far the worst-performing airport in the country on baggage retrieval.	You appear to have been extremely fortunate, but you may not have noticed that the airlines have actually modified their flight schedules to account for delays at Logan Airport. You may have noticed that some carriers now require you to be on board ten minutes before the published departure time.

LETTER 259

Massachusetts Environmental Protection Agency
Robert A. Durand
Secretary of the Executive Office of Environmental Affairs
100 Cambridge Street, Room 2000
Boston, MA 02202
April 21, 1999

RE: Logan Airport Indigestion

Dear Mr. Durand:

Massport utilized outdated studies and numbers in its current study. Further, FAA modeling guidelines
were not adhered to by Massport. In addition, there was a lack of alternative studies in the report. Some of 259.1
these involved the better use of regional airports such as Hanscom, study for a other alternate airports (see
my comments below), and the greater use of regional rail transportation planning. 259.2

I have attended a public hearing held at the state's Transportation Building on April 6th, Wednesday
evening, to discuss the addition of Runway 14/32 to Logan airport's already crowded runway system. The
furtherance of "high technology" in eastern Massachusetts was consistently quoted as a desired objective of
the proposed runway addition. Speaking as a currently registered professional engineer, I'm firmly in the
camp of "high technology." I am also one of the individuals representing the seemingly parochial interests
of Hingham—my town—and indirectly—the towns of Hull, Cohasset & Scituate. In regard to Runway
14/32—if it's turned on, it will produce a tremendous explosion of noise pollution over my town and
surrounding towns. This increase will exacerbate the 60-second interval flights that already occur over our 259.3
heads.

During the public hearing, "proponents" and "opponents" alternately spoke through a microphone to the assembled audience and media. It impressed me how seemingly automated were the lady and gentlemen "suits" who continually droned mantras about the "great benefits of the new 14/32 runway." Their two most constantly used expressions were "Greater Boston Area" and "high technology." What do these two expressions equate to most of citizens of eastern Massachusetts? Generally recognized by all—these expressions can be equated with areas radiating from within and without Route 495, the western reach of the Mass turnpike beyond Worcester, and Route 128. Surely there is a jest here! The sponsors of expansion for a irremediably boxed-in Logan airport area—a tiny kernel within a very large nut—cannot sincerely be considered to speak for outlying areas at distances by auto up to 1½ or more hours away! Yet Massport has, and will continue, to speak to this entire region unless they are checked.

Currently, tremendous political and economic power, an inertia if you will, is locked into a small-sized area
called Logan airport by its Massport sponsors. I suggest that a regional authority much less parochial than
Massport mandate the latter to divest itself of its centrist position, and instead begin to represent the greater
region called "Massachusetts." After all, the "Mass..." in Massport means Massachusetts, doesn't it? 259.4
Likewise, since we're considering "air"-planes, the "...Port" in Massport must refer to an "air"-port, which
can be located anywhere on land, not just by the sea.

Why not go further and have a four-state authority representing Rhode Island, New Hampshire, Maine and Massachusetts? Massport could be eliminated altogether, at least in regard to "air" concerns. We really live in a relatively small region, most of the area of which could easily be tucked, with room to spare, into any of our western states. This regional authority could unbiasedly consider the former Hanscom air force base as a candidate for national and international flights. The same authority could explore existing airports–Greene in RI, Manchester in NH, and the Portland airport in ME–for a significant upgrade to national and international status.

Albert J. Engelhart P.E.
96 Martins Lane
Hingham MA 02043
781.749.7076

Albert J Engelhart P.E

Letter 259
Albert J. Engelhart
Private Citizens: Hingham

Code	Topic 1	Topic 2	Comment	Response
259.1	Analysis Assumptions/ Methodologies	Passenger Forecasts	Massport utilized outdated studies and numbers in its current study. Further, FAA modeling guidelines were not adhered to by Massport.	The projections of future airfield delays at Logan Airport are not based on analysis and modeling of delays which occurred during 1993. The analysis for 1993 was included in the Airside Project Draft EIS/EIR to provide historical perspective to the delay problem at Logan Airport and for use in model calibration. The analysis contained in the Supplemental DEIS/FEIR has been updated to include modeled delay results for 1998 to provide more current context to airfield conditions at Logan Airport. Refer to Section 4.2 of the Supplemental DEIS/FEIR for a description of the delay analysis and discussion of current and future delays at Logan Airport. The projections of future airfield delays at Logan Airport are not based on analysis and modeling of delays which occurred during 1993. The analysis for 1993 was included in the Airside Project Draft EIS/EIR to provide historical perspective to the delay problem at Logan Airport and for use in model calibration. The analysis contained in the Supplemental DEIS/FEIR has been updated to include modeled delay results for 1998 to provide more current context to airfield conditions at Logan Airport. Refer to Section 4.2 of the Supplemental DEIS/FEIR for a description of the delay analysis and discussion of current and future delays at Logan Airport. Refer to Section 4.4 of the Supplemental DEIS/FEIR for a discussion on the estimation and modeling of flight delays. It includes a description of FAA and U.S. DOT delay measures and their limitations, an explanation of computer models for estimating flight delays, and historical data on delays at Logan Airport and other major United States airports, by addressing constraints at Logan Airport, and produces lower delay estimates than FAA modeling. The FAA approved all the models, which have been validated in previously published studies of Logan Airport. The FAA Technical Center was responsible for the capacity and delay results in the 1992 FAA Capacity Enhancement Report for Logan Airport that concluded the need for Runway 14/32, reduced minimums and taxiway improvements. The Technical Center simulated Logan Airport airfield operations with the RDSIM model and estimated that when activity reached 504,000 annual operations, total delay would exceed 260,000 hours per year. The Airside Project Draft EIS/EIR forecasts delays to increase to 157,500 hours per year when annual operations reach 510,000 with the 29M Low Fleet scenario. The Supplemental DEIS/FEIR compares the FAA Technical Center delay estimates in 1992 with those of the Logan Airside Project estimates. The FAA has concluded that the Airside delays represent "a plausible and conservative estimate...." The FAA consistently rates Logan Airport as one of the most delay prone airports in the United States Logan Airport's estimated annual delay hours are over five times the FAA's 20,000-hour threshold for a severely delayed airport.

Code	Topic 1	Topic 2	Comment	Response
259.2	Regional Transportation	Regional Airports/Passenger Rail	...[T]here was a lack of alternative studies in the [Draft EIS/EIR]...Some of these [alternatives] involved the better use of regional airports such as Hanscom, study for other alternate airports...and greater use of regional rail transportation planning.	The alternative analysis conforms to FAA and MEPA scoping directives. The impact of the regional alternatives has been addressed through the study of a range of forecast activity levels. Refer to Chapter 2 of the Airside Project Draft EIS/EIR and the Supplemental DEIS/FEIR for a comprehensive discussion of regional alternatives. Massport advocates increased use of the regional airports and high-speed rail services, in addition to construction of Runway 14/32 and the other airside improvement projects at Logan Airport, as a comprehensive plan for ensuring an efficient and balanced regional transportation system. As the analysis in Chapter 2 of this Supplemental DEIS/FEIR indicates, these off-airport alternatives are expected to reduce aircraft traffic growth pressures at Logan Airport, but they will not eliminate airside delays at Logan Airport that occur because of a third operating runway during periods of northwest winds. The Preferred Alternative, which specifically addresses this deficiency, is necessary and provides clear benefits at current aircraft traffic levels. These benefits will only increase in the future, even as developments at the regional airports and high-speed rail to New York act to reduce the rate of future growth at Logan Airport.
259.3	Alternatives	Runway 14/32	...Runway 14/32... will produce a tremendous explosion of noise pollution over my town and surrounding towns. This increase will exacerbate the 60-second interval flights that already occur over our heads.	In Hingham DNL levels from Logan Airport overflights are on the order of 55 dB or less, some 20 dB below the highest exposure levels experienced by communities much closer to Logan Airport.
259.4	Regional Transportation	Regional Airports	I suggest that a regional authority much less parochial than Massport ...[represent] Rhode Island, New Hampshire, Maine and Massachusetts...This regional authority could unbiasly consider the former Hanscom air force base as a candidate for national and international flights. The same authority could explore existing airports—Greene in RI, Manchester in NH, and the Portland airport in ME—for a significant upgrade to national and international status.	The alternative analysis conforms to FAA and MEPA scoping directives. The impact of the regional alternatives has been addressed through the study of a range of forecast activity levels. Refer to Chapter 2 of this Supplemental DEIS/FEIR of the Airside Project Draft EIS/EIR and the Supplemental DEIS/FEIR for a comprehensive discussion of regional alternatives. Massport advocates increased use of the regional airports and high-speed rail services, in addition to construction of Runway 14/32 and the other airside improvement projects at Logan Airport, as a comprehensive plan for ensuring an efficient and balanced regional transportation system. As the analysis in Chapter 2 of this Supplemental DEIS/FEIR indicates, these off-airport alternatives are expected to reduce aircraft traffic growth pressures at Logan Airport, but they will not eliminate airside delays at Logan Airport that occur because of a third operating runway during periods of northwest winds. The Preferred Alternative, which specifically addresses this deficiency, is necessary and provides clear benefits at current aircraft traffic levels. These benefits will only increase in the future, even as developments at the regional airports and high-speed rail to New York act to reduce the rate of future growth at Logan Airport.

Letter 259: Albert J. Engelhart
Private Citizens: Hingham

LETTER 260

April 14, 1999

Secretary of Environmental Affairs
ATTN: MEPA Office
Mr. Arthur Pugsley-EOEA No. 10
100 Cambridge St., 20th floor
Boston, MA 02205

Dear Mr. Pugsley:

I oppose the proposed runway at Logan Airport which will more than double the flights over Hingham from 32,000-82,000 in two years. In addition, I'm concerned that there are no assurances of future limits on air traffic and its effect on Hingham — 32,000 flights is more than enough! 260.1

The issue of noise and air pollution is of tantamount importance. Please block the proposed runway.

Sincerely,

Robert R. Green
4 Spring Lane
Hingham, MA 02043

Letter 260
Robert R. Green
Private Citizens: Hingham

Code	Topic 1	Topic 2	Comment	Response
260.1	Alternatives	Runway 14/32	I oppose the proposed runway at Logan Airport which will more than double the flights over Hingham from 32,000-82,000 in two years...there are no assurances of future limits on air traffic and its effect on Hingham... The issue of noise and air pollution is of tantamount importance.	In Hingham DNL levels from Logan Airport overflights are on the order of 55 dB or less, some 20 dB below the highest exposure levels experienced by communities much closer to Logan Airport.

LETTER 261

HAROLD AND LORRAINE LINCOLN
5 RINGBOLT ROAD,
HINGHAM MA 02043
U.S.A.
TEL: (781) 740-1190 / FAX: (781) 740-8472
E-mail HGYL@AOL.com

20th April, 1999.

Secretary of Environmental Affairs,
Attention MEPA Office,
Mr. Arthur Pugsley - EOEA No. 10,
100 Cambridge Street 20th Floor
Boston MA 02205

Dear Sir,

We wish to record our opposition to the proposed new Runway 14/32 at Logan Airport. It is our view that the new runway will increase noise and air pollution significantly and lower the quality of life for the people of Hingham and many other areas. 261.1

It is our conclusion, having last week made use of T.F. Green Airport at Providence for the first time, that the solution to increased air traffic requirements for the Boston area is to develop and make greater use of other airports in the region. T.F.Green Airport is, for example, totally under utilised. 261.2

Yours sincerely,

Harold and Lorraine Lincoln

Letter 261
Harold and Lorraine Lincoln
Private Citizens: Hingham

Code	Topic 1	Topic 2	Comment	Response
261.1	Alternatives	Runway 14/32	...the new runway will increase noise and air pollution significantly and lower the quality of life for the people of Hingham and many other areas.	In Hingham DNL levels from Logan Airport overflights are on the order of 55 dB or less, some 20 dB below the highest exposure levels experienced by communities much closer to Logan Airport.
261.2	Regional Transportation	Regional Airports	...the solution to increased air traffic requirements for the Boston area is to develop and make grater use of other airports in the region. T.F. Green Airport is, for example, totally under utilized.	Logan Airport is part of a regional system of airports that includes T.F. Green/Providence, Worcester Regional and Manchester airports. Massport has long recognized that service development and increased passenger traffic at these airports are an important part of the region's long-term strategy to accommodate passenger and activity growth. Massport has actively encouraged the development of regional airports and use of other options, including high-speed rail to Logan Airport's largest market, New York. Regional service was examined in Chapter 2 of the Airside Project Draft EIS/EIR and the Supplemental DEIS/FEIR. This analysis supports the conclusion that greater use of the regional airports will provide passengers within the service area of such airports with a viable alternative to Logan Airport. Since demand within Logan Airport's primary service area will remain strong, the improvements at other regional airports will not eliminate the need for airside projects at Logan Airport.

LETTER 262

Adrienne F. Richardson
10 Ringbolt Road
Hingham, MA 02043

April 17, 1999

Re: Opposed to Runway 14/32

Secretary of Environmental Affairs
Attention: MEPA Office
Arthur Pugsley-EOEA No.10
100 Cambridge St. 20th floor
Boston, MA 02205

Dear Mr. Secretary,

The work of the Logan Growth and Impact Study, begun in 1987 and the Second Airport Study are the future of air traffic in the Boston area. The current proposal to expand Logan Airport asks the EOEA to abandon past environmental agreements because regional solutions are difficult. 262.1

Massport regularly is quoted as saying that much of the traffic added under the 14/32 proposal will be "over water". This is misleading. These flights are over water for a short time and then over Hingham, Hull and Cohasset. 262.2

Please uphold the commitment to maintain Logan environmental impacts at or below 1987 levels.

Very truly yours,

Adrienne F. Richardson

Adrienne F. Richardson

Letter 262
Adrienne F. Richardson
Private Citizens: Hingham

Code	Topic 1	Topic 2	Comment	Response
262.1	Environmental Review Process	MEPA	The work of the Logan Growth and Impact Study, begun in 1987 and the Second Airport Study are the future of air traffic in the Boston area. The current proposal to expand Logan Airport asks the EOEA to abandon past environmental agreements because regional solutions are difficult...Please uphold the commitment to maintain Logan environmental impacts at or below 1987 levels.	Massport disagrees. The *Logan Airport 1999 ESPR* contains a detailed discussion of Massport's success in meeting its project-related mitigation commitments.
262.2	Alternatives	Runway 14/32	Massport regularly is quoted as saying that much of the traffic added under the 14/32 proposal will be "over water". This is misleading. These flights are over water for a short time and then over Hingham, Hull and Cohasset.	The operations of Proposed Runway 14/32 would be over the water. The departures on Runway 14 would turn over the inner harbor and proceed out the harbor mouth, as do the departures on Runway 15R, the nighttime preferential runway. Similarly, the last several miles of the approach path to Runway 32 would be over water and largely uninhabited islands. When Runway 14/32 is in operation, it would reduce the noise exposure over populated communities.

John E. Richardson Inc.
Designer · Builder

LETTER 263

April 19, 1999

Re: Opposed to Runway 14/32

Secretary of Environmental Affairs
Attention: MEPA Office
Arthur Pugsley-EOEA No.10
100 Cambridge St. 20th floor
Boston, MA 02205

Dear Mr. Secretary,

I am writing in opposition to the Runway 14/32 expansion proposed at Logan Airport. The fact that the Boston area would continue to grow was given full consideration when airport expansion was banned. This necessary environmental action put Massport on notice that future expansion would have to be part of a regional plan. None of the problems being touted by Massport today, including flight delays, are new. They should serve to illustrate Massport's failure to deal effectively with regional solutions. All such problems were considered, none were found to be more compelling than the environmental need to ban expansion. 263.1

Environmental protection, by its very nature, must avoid the shortsighted thinking that brings this type of temporary relief to your office. Please oppose 14/32 or any Logan expansion.

Very truly yours,

John E Richardson

John E. Richardson

Letter 263
John E. Richardson
Private Citizens: Hingham

Code	Topic 1	Topic 2	Comment	Response
263.1	Regional Transportation	Regional Airports	The fact that the Boston area would continue to grow was given full consideration when airport expansion was banned [putting]...Massport on notice that future expansion would have to be part of a regional plan. ...the problems...today, including flight delays,...were considered, none were found to be more compelling than the environmental need to ban expansion.	The Preferred Alternative is a delay reduction program that promotes the efficiency and safety of airfield operations at Logan Airport. Runway14/32 enhances operating efficiency by providing a third available runway in weather conditions that require northwest-southeast operations. Similar three-runway configurations exist for all other operating directions. Runway 14/32 would not expand the overall capacity of the airport, since Logan Airport's normal operating capacity of 120 operations per hour, which is available approximately 80 percent of the year, is maintained with Runway 14/32. Massport is committed to ensuring that the airfield continues to function as efficiently as possible. The Preferred Alternative achieves this goal responsibly.

15 Seal Cove Rd.
Hingham, MA 02043
April 19, 1999

Secretary of Environmental Affairs
Attention: MEPA Office
Mr. Arthur Pugsley EOEA No. 10
100 Cambridge St. 20th Floor
Boston, MA 02205

LETTER 264

Re: Proposed runway expansion Logan

Dear Sir:

I do not work for Massport, the government or the airlines. I have never been connected in any way with them. However, I have lived for twenty-seven years on World's End in Hingham, directly under the approach into Runway 33 at Logan. I recently received a flyer asking me to protest the runway expansion because of the projected noise and air pollution.

264.1 I do not see the problem. While I can sit outside and watch the airplanes on their approach path, they are so powered back that one must focus to hear them. As I understand it, the proposed runway is for even smaller aircraft than the big jets currently going overhead. Doubling or tripling the aircraft would not increase the intensity of the noise, only the frequency. When the noise only rarely intrudes into my awareness, I do not see it as a problem. Departures seem to be vectored over the open water so that their noise even more rarely makes it into my awareness.

264.2 The easiest solution has probably already been done, namely, determination of actual sound levels by monitors on the ground. I suspect the dB level is quite low.

Sincerely,

Elliott Schiffman

Letter 264
Elliott Schiffman
Private Citizens: Hingham

Code	Topic 1	Topic 2	Comment	Response
264.1	Noise	Runway 14/32	I do not see the problem with the runway expansion...Doubling or tripling the aircraft would not increase the intensity of the noise, only the frequency...I do not see it as a problem.	Comment noted.
264.2	Noise	Monitoring	The easiest solution [is]...determination of actual sound levels by monitors on the ground. I suspect the dB level is quite low.	Comment noted.

LETTER 265

Stephen K. Thress
8 Weir Street Ext.
Hingham, MA 02043

April 20, 1999

Secretary of Environmental Affairs
Attention: MEPA Office
Mr. Arthur Pugsley- EOEA No. 10
100 Cambridge Street
20th Floor
Boston, MA 02205

Dear Sir:

I am writing to express my opposition to Massport's proposal to build runway 1432 which we were told is being built in order to ease airline congestion and reduce delays.

This proposal, at best, is a short term fix and does not in any way address the more important long term issue of creating efficient air travel for the New England area. If this is in fact only a short term solution why have I have not seen any alternative proposals? As a first step, I am perplexed why Massport has not significantly increased landing fees to push non-commercial traffic to alternative sites to make room for more passenger carriers. What about other regional solutions? 265.1 265.2

The noise and pollution we already endure is at a critical stage and the increase in air traffic as a result of this runway will significantly reduce the quality of life and safety for the thousands of residents who reside near Logan. 265.3 265.4

What we need is a long term plan that provides the citizens of this Commonwealth a first class airline transportation system. This "band-aid" approach will not cut it!

Sincerely yours,

Stephen K. Thress

Letter 265
Stephen K. Thress
Private Citizens: Hingham

Code	Topic 1	Topic 2	Comment	Response
265.1	Alternatives	Runway 14/32	...[Runway 14/32] is a short term fix and does not in any way address the more important long term issue of creating efficient air travel for the New England area.	Based on simulation modeling, Logan Airport experienced 120,000 hours of runway-related delays in 1998. If no actions are taken, runway-related delays are forecast to grow as high as 333,000 hours under a 37.5M High Fleet scenario. The Preferred Alternative produces immediate and long-term benefits by lowering runway delays by 38,000 hours if it had been in place in 1998, and by as much as 94,000 hours in the future 37.5M High Fleet scenario. Because of the impact of the regional alternatives, the 37.5M High Fleet scenario is not expected to be achieved until 2015. The sooner airside efficiencies are implemented; the more benefits will accrue over time. Section 4.6 of the Supplemental DEIS/FEIR shows that delay reduction benefits increase over time as traffic levels increase. The alternative analysis conforms to FAA and MEPA scoping directives. The impact of the regional alternatives has been addressed through the study of a range of forecast activity levels. Refer to Chapter 2 of the Airside Project Draft EIS/EIR and the Supplemental DEIS/FEIR for a comprehensive discussion of regional alternatives. Massport advocates increased use of the regional airports and high-speed rail services, in addition to construction of Runway 14/32 and the other airside improvement projects at Logan Airport, as a comprehensive plan for ensuring an efficient and balanced regional transportation system. As the analysis in Chapter 2 of this Supplemental DEIS/FEIR indicates, these off-airport alternatives are expected to reduce aircraft traffic growth pressures at Logan Airport, but they will not eliminate airside delays at Logan Airport that occur because of a third operating runway during periods of northwest winds. The Preferred Alternative, which specifically addresses this deficiency, is necessary and provides clear benefits at current aircraft traffic levels. These benefits will only increase in the future, even as developments at the regional airports and high-speed rail to New York act to reduce the rate of future growth at Logan Airport.
265.2	Alternatives	Other Non-Construction Alternatives	...why [has] Massport...not significantly increased landing fees to push non-commercial traffic to alternative sites to make room for more passenger carriers.	Section 4.5 of the Supplemental DEIS/FEIR provides an updated discussion of PPP at Logan Airport and an analysis of the implications of an illustrative conceptual small community exemption program. PPP was included among the Airside Project alternatives to address delays caused by over-scheduling. The potential impact of PPP on the fleet mix at Logan Airport is discussed in Section 4.5.2 of the Supplemental DEIS/FEIR. Section 4.5.3 of the Supplemental DEIS/FEIR provides an analysis of a PPP Exemption program
265.3	Regional Transportation	Regional Airports	What about other regional solutions?	Refer to response to Comment 265.1.

Code	Topic 1	Topic 2	Comment	Response
265.4	Noise, Air Quality	Impacts	...the increase in air traffic as a result of this runway will significantly reduce the quality of life and safety for the thousands of residents who reside near Logan.	Implementation of the recommended Airside Project, specifically unidirectional Runway 14/32, would not increase Logan Airport's normal airfield capacity of approximately 120 operations per hour. This capacity is available at Logan Airport approximately 80 percent of the time. Runway 14/32 would allow Logan Airport to maintain this capacity during periods of strong northwest winds that now require controllers to operate on only one or two runways, compared to the typical three-runway configurations used at Logan Airport.

LETTER 266

OPPOSED TO RUNWAY 14/32

April 17, 1999

Secretary of Environmental Affairs
Attention MEPA Office
Mr. Arthur Pugsley EOEA No. 10
100 Cambridge St 20th floor
Boston, Ma. 02205

Dear Mr. Pugsley:

The plan to develop Runway 14/32 is unacceptable to us in Hingham.

My neighbors and I have made repeated calls complaining about incoming flights under the glide path and the high volume of flights over us when runway 33 is in use. 266.1

To add 26,000 more incoming flight which would be over Hingham would be unacceptable.

We are opposed to the Runway 14/32 plan and believe the time has come to start using regional airports. 266.2

Sincerely,

Bradford S. Tripp
Jane L Tripp
9 Ringbolt Rd.
Hingham, Ma. 02043

Letter 266
Bradford S. Tripp and Jane L. Tripp
Private Citizens: Hingham

Code	Topic 1	Topic 2	Comment	Response
266.1	Alternatives	Runway 14/32	...[Concerned about] incoming flights under the glide path and the high volume of flights over us when Runway 33 is in use; adding...26,000 more incoming flights [with Runway 14/32] which would be over Hingham would be unacceptable.	Hingham is not directly under the approach path for Runway 33. There is no evidence to suggest that the levels of environmental noise generated by Logan Airport are a health risk to residents. This is especially true in Hingham where DNL levels from Logan Airport overflights are on the order of 55 dB or less, some 20 dB below the highest exposure levels experienced by communities much closer to Logan Airport.
266.2	Regional Transportation	Regional Airports	...the time has come to start using regional airports.	The alternative analysis conforms to FAA and MEPA scoping directives. The impact of the regional alternatives has been addressed through the study of a range of forecast activity levels. Refer to Chapter 2 of the Airside Project Draft EIS/EIR and the Supplemental DEIS/FEIR for a comprehensive discussion of regional alternatives. Massport advocates increased use of the regional airports and high-speed rail services, in addition to construction of Runway 14/32 and the other airside improvement projects at Logan Airport, as a comprehensive plan for ensuring an efficient and balanced regional transportation system. As the analysis in Chapter 2 of this Supplemental DEIS/FEIR indicates, these off-airport alternatives are expected to reduce aircraft traffic growth pressures at Logan Airport, but they will not eliminate airside delays at Logan Airport that occur because of a third operating runway during periods of northwest winds. The Preferred Alternative, which specifically addresses this deficiency, is necessary and provides clear benefits at current aircraft traffic levels. These benefits will only increase in the future, even as developments at the regional airports and high-speed rail to New York act to reduce the rate of future growth at Logan Airport.

LETTER 267

Mr. Robert A. Durand, Secretary
Executive Office of Environmental Affairs
100 Cambridge Street - Rm 2000
Boston, MA 02202

March-April 1999

Dear Mr. Durand,

I urge you to oppose Runway 14/32, which has very little to do with delay reduction and everything to do with
expansion of capacity at Logan. According to Massport's MEPA EIS report, the runway would reduce delays only 267.1
20% of the time and would be effective only until the year 2003, when delays at Logan will be *at or above* today's
levels. This short-sighted, ineffective proposal cannot justify the permanent environmental damage it will cause
residents throughout Greater Boston. Please work with local residents to ensure that the present court injunction
against 14/32, placed there to protect us from dangerous environmental impacts, remains in place.

267.2
Residents of Boston and surrounding areas *who already bear an unfair portion* of the noise, air pollution and auto
traffic caused by Logan will be permanently impacted with triple the amount of planes passing over our homes, if 267.3
14/32 is built. We need airport RELIEF, not additional negative impacts! Massport's present noise contour lines
(used to determine sound proofing qualification) have not been updated to reflect the actual noise levels suffered by 267.4
abutting communities. Noisy night flights at Logan have increased dramatically, violating Massport's previous
agreement to voluntarily limit night flights.

Massport should direct significantly more flights to Hanscom Airport located just 25 minutes from Boston and 267.5
presently utilized at *only a third of its capacity*. Hanscom presently has the runway capacity to handle commercial
commuter planes. Massport could redesignate Hanscom as a commercial commuter airport instead of an elitist 267.6
"small corporate jet" airport, as it is now designated. By increasing air traffic at Hanscom, Worcester, Manchester
and Providence to the maximum capacity possible, Massport can avoid future delays at Logan AND allow Boston
residents to maintain some semblance of a healthy quality of life. Another alternative which Massport must 267.7
implement is Peak Hour Pricing, a demand management tool which is very successfully used in the hotel and tourism
industry as well as the electric utility industry. For profit reasons, airlines prefer to increase capacity rather than
manage demand, and will not voluntarily adopt Peak Hour Pricing unless forced to by public officials.

267.8
Massport misleads the public when it claims that Logan has "notorious delays." Since 1992, delays at Logan have
gone down, according to data in the Federal Aviation Administration's 1998 ACE (Airport Enhancement Capacity)
Report. The only reason that Massport claims that Logan has a "delay problem," is because Massport uses
exceedingly high "maximum capacity" goals. Located in such a densely populated urban area, Massport's maximum 267.9
capacity goals should be 90 rather than 120 planes per hour. Massport's EIS represents the interests of airlines and
airport-related businesses, all of whom stand to make big profits if Logan's overall capacity is increased by runway
14/32. None of these groups care about the impact 14/32 will have on human beings, because few if any of them live
in the impacted communities.

267.10
The EIS does not take into account health impacts (Boston's inner city neighborhoods already have the highest
asthma, emphysema and respiratory infection levels in the State - conditions aggravated by plane and car fumes).
Recent studies done by DPH also associate increased risk of brain tumors in communities abutting airport runways.
The EIS does not take into consideration the environmental and quality of life issues of Boston's inner city residents,
nor does it mention the devaluation of real estate prices for the thousands of homes under the flight paths. It also 267.11
does not take into consideration the lost municipal tax revenues when families living in inner city neighborhoods are
forced to leave the area because they can no longer stand the persistent and excessive plane noise and fumes. Please
reject Massport's EIS, support the present court injunction against 14/32, and encourage Massport to seek 267.12
alternative, responsible methods to handle projected air travel increases.

Sincerely,
Catherine Goldhammer
135 Martino La.
Hingham. MA 02043

Letter 267
Catherine Goldhammer, Alice Granahan, Mary Furlong, Mike Furlong, Bridget Marganelli, John Tardif, and William Falcetano
Private Citizens: Hingham

Code	Topic 1	Topic 2	Comment	Response
267.1	Purpose and Need	Airfield Capacity	I urge you to oppose Runway 14/32, which has very little to do with delay reduction and everything to do with expansion of capacity at Logan. According to Massport's MEPA EIS report, the runway would reduce delays only 20% of the time and would be effective only until the year 2003, when delays at Logan will be *at or above* today's levels.	Based on simulation modeling, Logan Airport experienced 120,000 hours of runway-related delays in 1998. If no actions are taken, runway-related delays are forecast to grow as high as 333,000 hours under a 37.5M High Fleet scenario. The Preferred Alternative produces immediate and long-term benefits by lowering runway delays by 38,000 hours if it had been in place in 1998, and by as much as 94,000 hours in the future 37.5M High Fleet scenario. Because of the impact of the regional alternatives, the 37.5M High Fleet scenario is not expected to be achieved until 2015. The sooner airside efficiencies are implemented; the more benefits will accrue over time. Section 4.6 of the Supplemental DEIS/FEIR shows that delay reduction benefits increase over time as traffic levels increase.
267.2	Alternatives	Runway 14/32	Residents of Boston and surrounding areas *who already bear an unfair portion* of the noise, air pollution and auto traffic caused by Logan will be permanently impacted with triple the amount of planes passing over our homes if 14/32 is built.	The Supplemental DEIS/FEIR projects that the Preferred Alternative would promote runway use in a manner that is more consistent with annual PRAS goals. The total number of departures from Runway 27 (over South Boston, Roxbury, and Jamaica Plain) would increase, but the number of equivalent jet operations would remain essentially the same. The difference in these communities would be fewer nighttime operations and more daytime operations but the same noise impacts. Total departures from Runway 33L and arrivals to Runway 15R (over East Boston and Chelsea) would increase, but most of these are non-jets. These runway operations are currently running well below the PRAS goals, and the unidirectional Runway 14/32 would allow the controllers to approach, but still remain below the annual goals for these operations. Additionally, by increasing the number of operations over water, Runway 14/32 would reduce the total annual hours of dwell and persistence over populated areas in accordance with short-term PRAS goals.

Code	Topic 1	Topic 2	Comment	Response
267.3	Noise	Sound Insulation	Massport's present noise contour lines (used to determine soundproofing qualification) have not been updated to reflect the actual noise levels suffered by abutting communities.	Differences between measured and modeled sound levels have been reported in Logan Airport's various GEIRs and Annual Updates for a number of years. Differences at close-in locations were significantly reduced in 1996 through modification of source levels to better account for over-water sound propagation and apparent use of higher engine power settings than are normally assumed in the noise model's database (Refer to Appendix F of the *Logan Airport 1996 Annual Update)*. In 1998, differences between measured and modeled noise became even less when Massport upgraded its monitoring system and began to report noise caused only by aircraft -- a metric directly comparable to the DNL exposure levels predicted by the noise model. At sites having exposure levels of 60 dB or more, this improvement to the monitoring system brought measured and modeled DNL values to within 0.2 dB of each other. (Refer to Chapter 6 of the *Logan Airport 1999 ESPR* (previously GEIR)). Massport continues to investigate possible causes for remaining differences (such as from hill effects) and continues to pursue FAA approval of noise model adjustments that would permit expansion of its sound insulation program to include the effects of terrain. Massport also expects to extend eligibility lines to include boundaries that follow local streets rather than strict noise contour lines. Nevertheless, Massport continues to believe that the FAA's INM noise model used in the Airside Project noise analyses accurately represents expected noise exposure.
267.4	Noise	Nighttime Noise	Noisy night flights at Logan have increased dramatically, violating Massport's previous agreement to voluntarily limit night flights.	Table 6.2-17 of the Supplemental DEIS/FEIR shows nighttime jet operations projected to increase from 144 in 1998, to as many as 231 under the No Action Alternative with the 2015 High Regional Jet Fleet. However, regardless of the fleet, many of the future night operations are the result of delays that will occur as demand at Logan Airport continues to increase. One of the direct benefits of the Preferred Alternative is that it will reduce these night operations by 32 to 43 flights depending on the fleet forecast, though *any* alternative to the No-Action scenario will help alleviate some of the projected delays. In addition, Massport is committed to exploring other measures to reduce nighttime noise whether or not the Preferred Alternative is implemented.

Code	Topic 1	Topic 2	Comment	Response
267.5	Regional Transportation	Regional Airports	Massport should direct significantly more flights to Hanscom Airport ... presently utilized at *only a third of its capacity.* Hanscom ... has the runway capacity to handle commercial commuter planes. Massport could redesignate Hanscom as a commercial commuter airport ...	The Airside Project Draft EIS/EIR and the Supplemental DEIS/FEIR, specifically considered the role of Hanscom Field in the analysis of regional alternatives. Hanscom Field, which serves as a general aviation reliever airport to Logan Airport, already accommodates a significant number of aircraft operations (183,000 operations in 1998). The Hanscom Field activity includes private, business, charter, and air taxi operations that might otherwise use Logan Airport. Since the Airside Project Draft EIS/EIR was filed, Shuttle America, a newly founded airline, began commercial scheduled operations at Hanscom Field, offering limited turboprop services to short-haul regional markets – Trenton, Buffalo, Hartford (discontinued), Wilmington, Delaware (discontinued), and Greensboro. Shuttle America is also conducting operations between Hanscom and New York LaGuardia Airport. While Massport supports commercial service at Hanscom Field consistent with its established limits (60 seat regulation), Massport believes that Hanscom Field will maintain its role as a major general aviation reliever, and that its geographic proximity to Logan, Worcester Regional and Manchester airports will prevent its development as a significant commercial airport. Additionally, commuter airlines serving Logan Airport are unlikely to move a significant number of flights from Logan Airport to Hanscom Field, since approximately 50 percent of passengers on Logan Airport's commuter flights connect to other Logan Airport flights and a significant number of passengers are travelling to Boston. However, any new commercial service initiatives proposed for Hanscom Field shall be reviewed for consistency with the *Hanscom GEIR* (HGEIR) and its Annual Updates, and shall be considered by the Hanscom Area Town Selectmen (HATS). Refer to Section 2.6 of the Supplemental DEIS/FEIR for a discussion of Hanscom Field.
267.6	Regional Transportation	Regional Airports	By increasing air traffic at Hanscom, Worcester, Manchester and Providence to the maximum capacity possible, Massport can avoid future delays at Logan AND allow Boston residents to maintain some semblance of a healthy quality of life.	Chapter 2 of the Supplemental DEIS/FEIR provides a discussion of the specific role played by the regional transportation alternatives and steps that Massport has taken to foster use of these alternatives. Massport has long recognized and has been a proponent of options to Logan Airport. Together with the regional airports, Massport has implemented a regional strategy to enhance the use of options to Logan Airport. In the Draft EIS/EIR, Massport identified up to 7.3 million annual passengers that could be absorbed by regional alternatives that include use of T.F. Green/Providence, Manchester and Worcester Regional airports, as well as the new high-speed rail to New York. In the Supplemental DEIS/FEIR, Massport recognizes that these developments will slow Logan Airport's passenger traffic growth. Logan Airport may not achieve the 37.5 million passenger forecasts until after 2010, but rather closer to 2015, and the 45 million passenger forecasts may not be achieved until after 2020. While regional alternatives can play an important role in reducing the rate of future traffic growth at Logan Airport, they do not address Logan Airport's inability to efficiently accommodate current levels of demand during northwest wind conditions. Runway 14/32, which is designed to correct the problem with Logan Airport's layout, is necessary to correct this deficiency and provides clear benefits at current aircraft traffic levels. These benefits will only increase in the future, even as developments at the regional airports act to reduce the rate of future growth at Logan Airport.

Code	Topic 1	Topic 2	Comment	Response
267.7	Alternatives	Peak Period Pricing	Another alternative which Massport must implement is Peak Hour Pricing ...	Section 4.5 of the Supplemental DEIS/FEIR provides an updated discussion of PPP at Logan Airport and an analysis of the implications of an illustrative conceptual small community exemption program. PPP was included among the Airside Project alternatives to address delays caused by over-scheduling. The potential impact of PPP on the fleet mix at Logan Airport is discussed in Section 4.5.2 of the Supplemental DEIS/FEIR. Section 4.5.3 of the Supplemental DEIS/FEIR provides an analysis of a PPP Exemption program
267.8	Purpose and Need	Delay	Massport misleads the public when it claims that Logan has "notorious delays." Since 1992, delays at Logan have gone down, according to data in the Federal Aviation Administration" 1998 ACE (Airport Enhancement Capacity) Report.	Section 1.4 and Appendix C of the Supplemental DEIS/FEIR contains a discussion of the FAA and U.S. DOT delay measures and historical data, along with comparisons of Logan Airport with other United States airports. The delay situation is not at equilibrium. FAA Opsnet delays at Logan Airport peaked in 1993, declined for two years and ar rising again. Arrival delays, which would be directly affected by Runway 14/32, have risen steadily since 1994. In fact, Logan Airport is the second most delayed airport in the natio for arrivals.
267.9	Delay Model	Model	The only reason that Massport claims that Logan has a "delay problem," is because Massport uses exceedingly high "maximum capacity" goals. Located in such a densely populated urban area, Massport's maximum capacity goals should be 90 rather than 120 planes per hour.	Airfield capacity is a function of the runways in service, the flee mix using them, prevailing weather conditions, and FAA air traffic control procedures. Massport cannot arbitrarily define the runway capacity or airline schedules. The highest capacity configuration at Logan Airport today for three runways in good weather is about 120 operations per hour.
267.10	Public Health	Effects	The EIS does not take into account health impacts (Boston's inner city neighborhoods already have the highest asthma, emphysema and respiratory infection levels in the state--conditions aggravated by plane and car fumes). Recent studies done by DPH also associate increased risk of brain tumors in communities abutting airport runways.	Massport has provided the City of Boston and public health agencies with air quality and emissions data. In January 1996, Massport reviewed available public health data, including mortality and morbidity from each neighborhood in Boston and cancer incidence data available from the Massachusetts Department of Public Health. These data indicated that causal relationships cannot be determined at this time. A review of the 1999 *Report to the Mayor, Health of Boston* prepared by the Boston Public Health Commission leads to a similar conclusion. In addition, Massport has shared the results of the *Soot Deposition Study* with public health agencies and is cooperating with the Harvard School of Public Health on the *South Boston Particle Source Apportionment Study.* The 1999 Massachusetts budget included $150,000 to fund an environmental assessment of the health impacts of Logan Airport on any community located within a five-mile radius of the airport. The final protocol for the study is being developed. The study is expected to be completed in summer 2002. Information on public health issues is provided in Chapter 6 of the Supplemental DEIS/FEIR.

Code	Topic 1	Topic 2	Comment	Response
267.11	Cumulative Impacts	Socio-economic	The EIS does not take into consideration the environmental and quality of life issues of Boston's inner city residents, nor does it mention the devaluation of real estate prices for the thousands of homes under the flight paths.	Refer to Section 6.8 of the Supplemental DEIS/FEIR for a discussion of the Environmental Justice analysis. Noise was found to be the only adverse impact from the Preferred Alternative with the potential for Environmental Justice impacts. Additional demographic analysis of the noise-affected areas was conducted to determine if minority and/or low-income populations would be disproportionately affected by the Preferred Alternative. This analysis found that there is no high and adverse disproportionate impact caused by the Preferred Alternative. Noise was identified as the only off-airport impact from the Preferred Alternative with the potential for environmental justice impacts. The environmental justice analysis found no disproportionately high and adverse impacts to low-income and minority populations from direct project impacts. However, because the area added to the 65 dB DNL contour is primarily within the City of Chelsea, other environmental and health issues were also considered in an effort to assess other cumulative or multiple adverse exposures.
267.12	Cumulative Impacts	Socio-economic	[The EIS] also does not take into consideration the lost municipal tax revenues when families living in inner city neighborhoods are forced to leave the area because they can no longer stand the persistent and excessive plane noise and fumes.]	Comment noted.

Letter 267: Catherine Goldhammer, Alice Granahan, Mary Furlong, Mike Furlong,
Bridget Marganelli, John Tardif, and William Falcetano
Private Citizens: Hingham

April 18, 1999

Secretary of Environmental Affairs
Attention: MEPA Office
Mr. Arthur Pugsley-EOEA No. 10
100 Cambridge Street 20th Floor
Boston, MA 02205

Dear Mr. Pugsley:

I am writing to you to voice my opposition to Runway 1432. I feel that it will strongly impact the peace and quiet of my Hingham neighborhood and will negatively impact the quality of life that I now enjoy. 268.1

Stop runway 1432!

Sincerely,

James Norris

James T. Norris
199 Wompatuck Road
Hingham, MA 02043

Letter 268

James T. Norris, Doris M. Hogan, Kathleen Fitzgerald

Private Citizens: Hingham

Code	Topic 1	Topic 2	Comment	Response
268.1	Alternatives	Runway 14/32	I am writing to you to voice my opposition to Runway 1432, [which]...will strongly impact the peace and quiet of my Hingham neighborhood and will negatively impact the quality of life that I now enjoy.	In Hingham DNL levels from Logan Airport overflights are on the order of 55 dB or less, some 20 dB below the highest exposure levels experienced by communities much closer to Logan Airport.

16 Milford St #3
Hull, MA 02045
April 8, 1999

LETTER 269

Dear Mr. Pugsley,

We are opposed to the runway expansion at Logan Airport. There are too many flights now without adding more. The noise will be unbearable. 269.1

It's time to find an alternative site for additional flights. This would ease the disturbances now caused to the surrounding communities in the flight paths. Let's explore reducing the number of flights rather than adding to the noise and air pollution. 269.2

Sincerely,

Nancy Brayton

Letter 269
Nancy Brayton
Private Citizens: Hull

Code	Topic 1	Topic 2	Comment	Response
269.1	Alternatives	Runway 14/32	...opposed to the runway expansion at Logan Airport. There are too many flights now without adding more. The noise will be unbearable.	The Preferred Alternative, and specifically unidirectional Runway 14/32, would not increase Logan Airport's normal airfield capacity of approximately 120 operations per hour. This capacity is available at Logan Airport approximately 80 percent of the time. Runway 14/32 would allow Logan Airport to maintain this capacity during periods of strong northwest winds that now require controllers to operate on only one or two runways, compared to the typical three-runway configurations used at Logan Airport. The runway will not increase Logan Airport's normal operating capacity, nor will it encourage or induce an increase in aircraft operations. The Supplemental DEIS/FEIR projects that the Preferred Alternative would promote runway use in a manner that is more consistent with annual PRAS goals, and Hull is affected by the use of Runway 33/32 arrivals. The total number of aircraft arriving to the northwest does increase with construction of the runway, but this is due to the PRAS goals more than any other factor. Since the Runway 33 arrivals that impact Hull approach primarily over water, and since Hull is further from the airport than those communities impacted by arrivals to Runway 15L/R, 4L/R, or 22L/R, the PRAS goals call for 42 percent of the equivalent arrivals to operate in this direction. Runway 33 arrivals accounted for approximately 27 percent of the equivalent arrivals in 1998, and since Logan Airport has a limited capacity in this direction, the northwest configuration has been underutilized as demand has increased over the years. Construction of the runway allows better achievement of the agreed-upon PRAS goals, but even with Runway 14/32, the equivalent arrivals in the Runway 33/32 direction never reach the goal of 42 percent under any fleet scenario or alternative. Operations in the vicinity of Hull increase with the Preferred Alternative primarily due to aircraft landing to the northwest, either on new Runway 32 or because of greater use of Runway 33L. However, the noise exposure levels resulting from these increased operations remains several decibels below 60 DNL as indicated by the specific point analysis at Site 26 in Tables 6.2-8, 6.2-11, 6.2-22, and E-1 of the Supplemental DEIS/FEIR. These levels are nearly 20 dB below the highest exposure in Winthrop and 15 dB below the exposure in parts of East Boston and Revere, which the new runway would help to improve.

Code	Topic 1	Topic 2	Comment	Response
269.2	Regional Transportation	Regional Airports	It's time to find an alternative site for additional flights.	Because the development of a second major airport would require ten to 15 years for site selection and environmental review, in addition to a multi-year construction period, this option is not viewed as a solution to accommodating forecast demand over the next 20 years. Hanscom Field's potential service area overlaps with the service areas for several airports that already have the necessary infrastructure for commercial service. These airports are the Hanscom Field, T.F. Green/Providence, and Worcester Regional, all which have had or are undergoing major improvements to their terminal buildings, other landside facilities and airfields.

LETTER 270

Madeleine Carlson
39 Vautrinot Avenue
Hull, MA 02045

April 12, 1999

Secretary of Environmental Affairs
Attention: MEPA Office
Mr. Arthur Pugsley - EOEA No. 10458
100 Cambridge Street 20th Fl.
Boston, MA 02205

RE: Opposition to Proposed Logan Runway Expansion

Dear Mr. Pugsley:

I am a long-time Hull Village resident and realize that we have to bear our fair share of airplane traffic over our home, after all, we occasionally fly, too.

I feel we do already have our fair share and I urge you not to allow for any additional runway at Logan. Please!!! 270.1

Thank you for your consideration of this request.

Sincerely,

H. S. Carlson

Letter 270
Madeleine Carlson
Private Citizens: Hull

Code	Topic 1	Topic 2	Comment	Response
270.1	Alternatives	Runway 14/32	I feel we ... already have our fair share [of airplane traffic over our home] and I urge you not to allow for any additional runway at Logan	The Supplemental DEIS/FEIR projects that the Preferred Alternative would promote runway use in a manner that is more consistent with annual PRAS goals, and Hull is affected by the use of Runway 33/32 arrivals. The total number of aircraft arriving to the northwest does increase with construction of the runway, but this is due to the PRAS goals more than any other factor. Since the Runway 33 arrivals that impact Hull approach primarily over water, and since Hull is further from the airport than those communities impacted by arrivals to Runway 15L/R, 4L/R, or 22L/R, the PRAS goals call for 42 percent of the equivalent arrivals to operate in this direction. Runway 33 arrivals accounted for approximately 27 percent of the equivalent arrivals in 1998, and since Logan Airport has a limited capacity in this direction, the northwest configuration has been underutilized as demand has increased over the years. Construction of the runway allows better achievement of the agreed-upon PRAS goals, but even with Runway 14/32, the equivalent arrivals in the Runway 33/32 direction never reach the goal of 42 percent under any fleet scenario or alternative. Operations in the vicinity of Hull increase with the Preferred Alternative primarily due to aircraft landing to the northwest, either on new Runway 32 or because of greater use of Runway 33L. However, the noise exposure levels resulting from these increased operations remains several decibels below 60 DNL as indicated by the specific point analysis at Site 26 in Tables 6.2-8, 6.2-9, 6.2-22, and E-1 of the Supplemental DEIS/FEIR. These levels are nearly 20 dB below the highest exposure in Winthrop and 15 dB below the exposure in parts of East Boston and Revere, which the new runway would help to improve.

LETTER 271

Dear Mr. Pugsley,

I am a long time resident of Hull and enough is enough!

It is Sunday 6:00 A.M. and the planes are flying low and loud, Polluting the air and the ears.

Instead of building a new
runway, wouldn't it be more
economically and environmentally 271.1
sound to 1: have smaller planes
pay higher fees during Peak hours
to help ease airplane traffic and
2: have shuttle buses that are 271.2
centrally located to take people to
Green R.I. and Manchester N.H. airports
More and more people want to
use these airports why not make
it easier for people to do so?

Sincerely
Corrine Case

Letter 271
Corinne Case
Private Citizens: Hull

Code	Topic 1	Topic 2	Comment	Response
271.1	Alternatives	Peak Period Pricing	Instead of building a new runway...have smaller planes pay higher fees during peak hours to help ease airplane traffic....	Section 4.5 of the Supplemental DEIS/FEIR provides an updated discussion of PPP at Logan Airport and an analysis of the implications of an illustrative conceptual small community exemption program. PPP was included among the Airside Project alternatives to address delays caused by over-scheduling. The potential impact of PPP on the fleet mix at Logan Airport is discussed in Section 4.5.2 of the Supplemental DEIS/FEIR. Section 4.5.3 of the Supplemental DEIS/FEIR provides an analysis of a PPP Exemption program.
271.2	Ground Transportation	Access to Regional Airports	...have shuttle buses that are centrally located to take people to Green RI and Manchester NH airports.	Logan Airport is part of a regional system of airports that includes T.F. Green/Providence, Worcester Regional and Manchester. Massport has long recognized that service development and increased passenger traffic at these airports are an important part of the region's long-term strategy to accommodate passenger and activity growth. Massport has actively encouraged the development of regional airports and full use of other options, including high-speed rail to Logan Airport's largest market, New York. Regional service was examined in Chapter 2 of the Airside Project Draft EIS/EIR and the Supplemental DEIS/FEIR. This analysis supports the conclusion greater use of the regional airports will provide passengers within the service area of such airports with a viable alternative to Logan Airport. Since demand within Logan Airport's primary service area will remain strong, the improvements at other regional airports will not eliminate the need for airside projects at Logan Airport.

LETTER 272

Lory Newmyer and Steve Cooper
52 Highland Avenue
Hull, MA 02045

April 22, 1999

Secretary of Environmental Affairs
Attn: MEPA Office, Arthur Pugeley
EOEA 10458
100 Cambridge Street, 20th floor
Boston, MA 02205

Mr. Pugeley:

We are 20 year, home-owning residents of the town of Hull writing to express our strong opposition to the proposed new runway at Logan. The evidence of excellent, viable alternatives, compounded by the evidence of quantifiable duress, is incontrovertible. Please weight the well-being of the many as heavily as the pocket-books of the few, and without cynicism oppose this action. 272.1

Sincerely,

Lory Newmyer and Steve Cooper

Letter 272
Lory Newmyer and Steve Cooper
Private Citizens: Hull

Code	Topic 1	Topic 2	Comment	Response
272.1	Alternatives	Other Non-Construction Alternatives	We...express our strong opposition to the proposed new runway at Logan. The evidence of excellent, viable alternatives, compounded by the evidence of quantifiable duress, is incontrovertible.	The alternative analysis conforms to FAA and MEPA scoping directives. The impact of the regional alternatives has been addressed through the study of a range of forecast activity levels. Refer to Chapter 2 of the Airside Project Draft EIS/EIR and the Supplemental DEIS/FEIR for a comprehensive discussion of options to Logan Airport. Massport advocates increased use of the regional airports and high-speed rail services, in addition to construction of Runway 14/32 and the other airside improvement projects at Logan Airport, as a comprehensive plan for ensuring an efficient and balanced regional transportation system. As the analysis in Chapter 2 of this Supplemental DEIS/FEIR indicates, these off-airport alternatives are expected to reduce aircraft traffic growth pressures at Logan Airport, but they will not eliminate airside delays at Logan Airport that occur because of a third operating runway during periods of northwest winds. The Preferred Alternative, which specifically addresses this deficiency, is necessary and provides clear benefits at current aircraft traffic levels. These benefits will only increase in the future, even as developments at the regional airports and high-speed rail to New York act to reduce the rate of future growth at Logan Airport.

Pauline DePari
1181 Nantasket Ave.
Hull, MA 02145

LETTER 273

April 14, 1999

Arthur Pugsley
MEPA Office
100 Cambridge Street – 20th floor
Boston, MA 02205

Dear Mr. Pugsley:

I'm writing to give my opposition to the proposed additional runway at Logan. I moved to Hull in 1991 and I was very surprised about the great number of airplanes flying over my home. I was even more surprised when the number has increased ever since then. Friends of mine who have been in planes that took off from Logan have later told me how close they flew over my house and that they looked for me on the front porch. I often still stop in the parking lot to look up at the planes and to very easily read their numbers. My porch faces Boston Light and is a wonderful location, except when planes fly over and all conversation has to stop because of the sound. The addition of another runway, which Mr. Blute has described as having planes "fly over the harbor", is not a reasonable expectation. He must have spent too much time in Central Mass because he doesn't know there are people and towns existing across the harbor.

The elected officials, community activists and citizens of Hull have united with Boston neighborhoods and other communities in strong opposition to the new runway/taxiway proposal being made by Massport. We are extremely upset that the Governor has changed his original position and is now officially endorsing the proposal. Our community leaders and citizens have been actively meeting with our state and federal government legislators to discuss our concerns regarding this specific proposal, as well as the core problem of dealing with the projections for significant increases in air traffic demand for the region.

I work in Boston everyday and am concerned about the entire Boston area as much as with Hull. Regardless of a new runway, and according to Massport's own projections, demand for passengers and aircraft to come to the area is expected to grow significantly, and flight delays are expected to soar. As a physically small inner-city airport, Logan has exceeded reasonable capacity and cannot handle the dramatic projected demand without putting Boston, the Harbor and surrounding communities in extreme danger. 273.1

Please know that we support economic growth for Boston, the Commonwealth and New England. There are answers to the problem which could bring economic benefit outside of Boston, but trying to increase capacity at Logan is not the answer. Such a course would be severely detrimental to those of us who call the Boston area home and, ironically, to those visitors expected to fly here as well. Our health and safety are already at great risk. Our burden has increased each year. We cannot accept more!

There are serious questions regarding the adequacy, quality and reliability of information supplied by Massport. We ask you to understand that the health and quality of life of Boston area residents is threatened. We hope you agree that full input from all involved communities is essential before your office reaches any decisions that will impact so many Boston area residents.

Sincerely,

Pauline DePari

Letter 273
Pauline DePari
Private Citizens: Hull

Code	Topic 1	Topic 2	Comment	Response
273.1	Alternatives	Runway 14/32	[Concerned with]...this specific proposal, as well as the core problem of dealing with the projections for significant increases in air traffic demand for the region. Regardless of a new runway, and according to Massport's own projections, demand for passengers and aircraft to come to the area is expected to grow significantly and flight delays are expected to soar...putting Boston, the Harbor and surrounding communities in extreme danger.	Anticipated future passenger and operations levels can be accommodated by Logan Airport without any airside improvements but not without delays and resulting adverse environmental impacts. The goals of the Airside Project are to reduce delays, increase the airport's efficiency and improve airfield safety in an environmentally responsible manner. Long-term aviation growth is a recognized worldwide condition, based on economic and demographic factors, and is not under Massport's control. Massport estimates that up to 7.3 million Logan Airport air passengers may be diverted to other modes/airports or eliminated through advances in telecommunications. This estimate is based on analyses of passenger origins/destinations and mode choice decisions conducted for other studies. While these alternatives can play a role in providing relief to Logan Airport, they do not eliminate the need for airside improvements.

79 Garden Street
Cambridge, Massachusetts
02138-1499
Phone: 617-495-2600
Fax: 617-495-5898

HARVARD
UNIVERSITY
PRESS

LETTER 274

April 13, 1999

Secretary of Environmental Affairs
ATTN: MEPA Office
Mr. Arthur Pugsley EOEA No. 10458
100 Cambridge St, 20th floor
Boston, MA 02205

Opposed to Runway 14/32

Dear Mr. Pugsley

As someone who's lived and worked in the greater Boston area my entire adult life, I dearly love this area and its resources. Please do NOT allow the area to be further polluted by the building of the unnecessary RUNWAY 14/32. I hope you will join your voice to those of us trying to preserve the area from further damage by increased air traffic overhead. 274.1

Sincerely,

David Foss, Asst. Production Manager & Hull resident

Letter 274
David Foss
Private Citizens: Hull

Code	Topic 1	Topic 2	Comment	Response
274.1	Alternatives	Runway 14/32	Please do NOT allow the area to be further polluted by the building of the unnecessary Runway 14/32.	The goals of the Airside Project are to reduce delay, increase the airport's efficiency, and improve airfield safety in an environmentally responsible manner. The construction of unidirectional Runway 14/32 would prevent the significant drop in airfield capacity that now occurs during northwest wind conditions. The runway would not increase Logan Airport's normal operating capacity of approximately 120 operations per hour which is available nearly 80 percent of the year, but rather would allow this capacity to be maintained more consistently. The emissions inventory and dispersion modeling indicate better air quality conditions with Runway 14/32 and the Centerfield Taxiway than with the No Action Alternative.

LETTER 275

April 5, 1999

Secretary of Environmental Affairs
Attention: MEPA Office
Mr. Arthut Pugsley - EOEA No. 10458
100 Cambridge Street
20th Floor
Boston, MA 02205

Dear Mr. Pugsley,

We are opposed to the Runway 14/32 for the following reasons:

- Increased traffic and resulting noise 275.1
- Fear of catastrophic air collisions
- Time is now to look for another area for an airport, while the land is still available 275.2
  and within reach financially 275.3

Thank you for your consideration.

Sincerely,

Frank & Eileen Furey
50 Valley Beach Ave
Hull, Ma 02045

Letter 275
Frank and Eileen Furey
Private Citizens: Hull

Code	Topic 1	Topic 2	Comment	Response
275.1	Noise	Impacts	[Oppose Runway 14/32 because of] increased traffic and resulting noise.	The Preferred Alternative, and specifically unidirectional Runway 14/32, would not increase Logan Airport's normal airfield capacity of approximately 120 operations per hour. This capacity is available at Logan Airport approximately 80 percent of the time. Runway 14/32 would allow Logan Airport to maintain this capacity during periods of strong northwest winds that now require controllers to operate on only one or two runways, compared to the typical three-runway configurations used at Logan Airport. The runway will not increase Logan Airport's normal operating capacity, nor will it encourage or induce an increase in aircraft operations.
275.2	Alternatives	Runway 14/32	[Oppose Runway 14/32 because of] fear of catastrophic air collisions.	The first goal of the FAA and Massport is always to provide safe air transportation. Logan Airport has a tightly controlled system of flight tracks and procedures to prevent aircraft accidents. Runway 14/32 and the other proposed Airside improvements are designed to enhance safety and efficiency of traffic operations in the air and on the ground. The runway will segregate smaller aircraft and reduce congestion during northwest wind conditions, reducing the possibility of mistakes and potential for accidents.
275.3	Regional Transportation	Regional Airports	[Oppose Runway 14/32 because of] time is now to look for another area for an airport, while the land is still available and within reach financially.	Because the development of a second major airport would require ten to 15 years for site selection and environmental review, in addition to a multi-year construction period, this option is not viewed as a solution to accommodating forecast demand over the next 20 years. Hanscom Field's potential service area overlaps with the service areas for several airports that already have the necessary infrastructure for commercial service. These airports are the Hanscom Field, T.F. Green/Providence, and Worcester Regional, all which have had or are undergoing major improvements to their terminal buildings, other landside facilities and airfields.

LETTER 276

TO THE SECRETARY OF ENVIRONMENTAL AFFAIRS
MEPA OFFICE
100 CAMBRIDGE ST 20TH FLOOR
BOSTON MA 02205

FROM DIANA GOODE
36 L ST HULL MASS 02045

ATTENTION MR ARTHUR PUGSLEY. EOEA NO 10458

SIR

I PROTEST AND OPPOSE RUNWAY 14/32 276.1
APART because of FROM NOISE and chemical POLLUTION HULL DOES HAVE ~~[illegible]~~ 276.2
NESTING OSPREY ~~AND SOMETIMES~~ COMMON TERN ~~OCCASIONALLY~~ AND ARTIC TERN which occassionally are present in Hull
PLANES FLY LOW AND CIRCLE AT MOST HOURS OF THE DAY. NOISE SHOULD NOT BE INCREASED AND POSSIBLE CHEMICAL POLLUTION AVOID.

THANK YOU,

D Goode

Diana Goode

Letter 276
Diana Goode
Private Citizens: Hull

Code	Topic 1	Topic 2	Comment	Response
276.1	Alternatives	Runway 14/32	I protest and oppose Runway 14/32...from noise pollution.	Operations in the vicinity of Hull increase with the Preferred Alternative primarily due to aircraft landing to the northwest, either on new Runway 32 or because of greater use of Runway 33L. However, the noise exposure levels resulting from these increased operations remains several decibels below 60 DNL as indicated by the specific point analysis at Site 26 in Tables 6.2-8, 6.2-9, 6.2-22, and E-1 of the Supplemental DEIS/FEIR. These levels are nearly 20 dB below the highest exposure in Winthrop and 15 dB below the exposure in parts of East Boston and Revere, which the new runway would help to improve.
276.2	Ecosystems	Rare Species	[Ms. Goode expresses concerns about the impact of Runway 14/32 on nesting osprey...common tern and arctic tern, which occasionally are present in Hull.] Hull has nesting osprey and some years common tern and occasionally an artic tern.	As evidenced by the extensive and varied bird population at Logan Airport, airport noise has not been found to be a significant deterrent to avian species. In fact, most airports find it necessary to manage the airfield in a manner to reduce the habitat attractiveness for birds. Furthermore, the addition of Runway 14/32 would not result in overflights to new areas in Hull. As such, the Preferred Alternative is not expected to have an adverse impact on osprey and tern populations in Hull.

LETTER 277

Mark P. Ingaciola
20 Newton Street
Hull, MA 02045

April 21, 1999

Secretary of Environmental Affairs
Attention: MEPA Office
Mr. Arthur Pugsley-EOEA No. 10458
100 Cambridge Street 20th Floor
Boston, MA 02205

Dear Mr. Pugsley,

I am writing to inform you that I am opposed to Massport's plan to expand Logan Airport and build a new runway - 14/32.

As a resident of Hull, I am well aware that the proposed runway at Logan will more than double the flights over Hull each year, seriously impeding upon the quality of life for the residents of Hull. I am asking you to please prevent Massport from lowering the quality of life in Hull, and to oppose the proposed expansion of Logan Airport. 277.1

Thank you for your attention to this matter.

Sincerely,

Mark P. Ingaciola

Letter 277
Mark P. Ingaciola
Private Citizens: Hull

Code	Topic 1	Topic 2	Comment	Response
277.1	Cumulative Impacts	Runway 14/32	I am opposed to Massport's plan to expand Logan Airport and build a new runway - 14/32...the proposed runway at Logan will more than double the flights over Hull each year, seriously impeding upon the quality of life for the residents of Hull.	The Supplemental DEIS/FEIR projects that the Preferred Alternative would promote runway use in a manner that is more consistent with annual PRAS goals, and Hull is affected by the use of Runway 33/32 arrivals. The total number of aircraft arriving to the northwest does increase with construction of the runway, but this is due to the PRAS goals more than any other factor. Since the Runway 33 arrivals that impact Hull approach primarily over water, and since Hull is further from the airport than those communities impacted by arrivals to Runway 15L/R, 4L/R, or 22L/R, the PRAS goals call for 42 percent of the equivalent arrivals to operate in this direction. Runway 33 arrivals accounted for approximately 27 percent of the equivalent arrivals in 1998, and since Logan Airport has a limited capacity in this direction, the northwest configuration has been underutilized as demand has increased over the years. Construction of the runway allows better achievement of the agreed-upon PRAS goals, but even with Runway 14/32, the equivalent arrivals in the Runway 33/32 direction never reach the goal of 42 percent under any fleet scenario or alternative. Operations in the vicinity of Hull increase with the Preferred Alternative primarily due to aircraft landing to the northwest, either on new Runway 32 or because of greater use of Runway 33L. However, the noise exposure levels resulting from these increased operations remains several decibels below 60 DNL as indicated by the specific point analysis at Site 26 in Tables 6.2-8, 6.2-9, 6.2-22, and E-1 of the Supplemental DEIS/FEIR. These levels are nearly 20 dB below the highest exposure in Winthrop and 15 dB below the exposure in parts of East Boston and Revere, which the new runway would help to improve.

Secretary of Environmental Affairs
Att: MEPA Office
Mr. Arthur Pugsley-EOEA No. 10458
100 Cambridge St.
20th Floor
Boston, MA 02205

March 30, 1999

Dear Sir:

I feel the need to express my opposition to the Logan Airport runway expansion. My husband and I are senior citizens. After owning a business in Boston for many years, we have retired and purchased a home in Hull. We fell in love with the sea views, and the quiet slower-paced approach to life which we found here.

Prior to moving here last summer, we had lived in the North End of Boston. But the noise and pollution from the destruction and construction in that area took away all the beauty of the waterfront. 278.1

It would be a shame to have the same noise and air pollution here which we feel will come from increased flights over Hull as a result of an added runway.

Very sincerely yours,

Marjorie Rilleau Kallman

Marjorie Rilleau Kallman
15 Spinnaker Hill Lane
Hull, MA 02045

Letter 278
Marjorie Rilleau Kallman
Private Citizens: Hull

Code	Topic 1	Topic 2	Comment	Response
278.1	Noise	Runway 14/32	I...express my opposition to the Logan Airport runway expansion. It would be a shame to have the ...noise and air pollution here which we feel will come from increased flights over Hull as a result of an added runway.	The Supplemental DEIS/FEIR projects that the Preferred Alternative would promote runway use in a manner that is more consistent with annual PRAS goals, and Hull is affected by the use of Runway 33/32 arrivals. The total number of aircraft arriving to the northwest does increase with construction of the runway, but this is due to the PRAS goals more than any other factor. Since the Runway 33 arrivals that impact Hull approach primarily over water, and since Hull is further from the airport than those communities impacted by arrivals to Runway 15L/R, 4L/R, or 22L/R, the PRAS goals call for 42 percent of the equivalent arrivals to operate in this direction. Runway 33 arrivals accounted for approximately 27 percent of the equivalent arrivals in 1998, and since Logan Airport has a limited capacity in this direction, the northwest configuration has been underutilized as demand has increased over the years. Construction of the runway allows better achievement of the agreed-upon PRAS goals, but even with Runway 14/32, the equivalent arrivals in the Runway 33/32 direction never reach the goal of 42 percent under any fleet scenario or alternative. Operations in the vicinity of Hull increase with the Preferred Alternative primarily due to aircraft landing to the northwest, either on new Runway 32 or because of greater use of Runway 33L. However, the noise exposure levels resulting from these increased operations remains several decibels below 60 DNL as indicated by the specific point analysis at Site 26 in Tables 6.2-8, 6.2-9, 6.2-22, and E-1 of the Supplemental DEIS/FEIR. These levels are nearly 20 dB below the highest exposure in Winthrop and 15 dB below the exposure in parts of East Boston and Revere, which the new runway would help to improve.

April 22, 1999

Stephen Lathrop
14 Western Avenue
Hull, Massachusetts 02045

DRAFT EIR
Secretary of Environmental Affairs
Attention MEPA Office
Mr. Arthur Pugsley-EOEA No. 10458
100 Cambridge Street
20th Floor
Boston, MA 022025

Dear Mr. Silva:

Enclosed please find my reply to the Draft EIR for Massport's 14/32 runway project. I would like to note that the time allowed for comment was too short to permit much of what I would have liked to research. Given the complexity of the project, I think it's easy to see that 2 weeks is not a reasonable time to develop researched rebuttal arguments following hearings. The difficulty in my case was compounded by the fact that no copy of the EIR was available at the Hull Public Library, apparently because none was ever provided there by Massport. 279.1

Sincerely

Stephen Lathrop

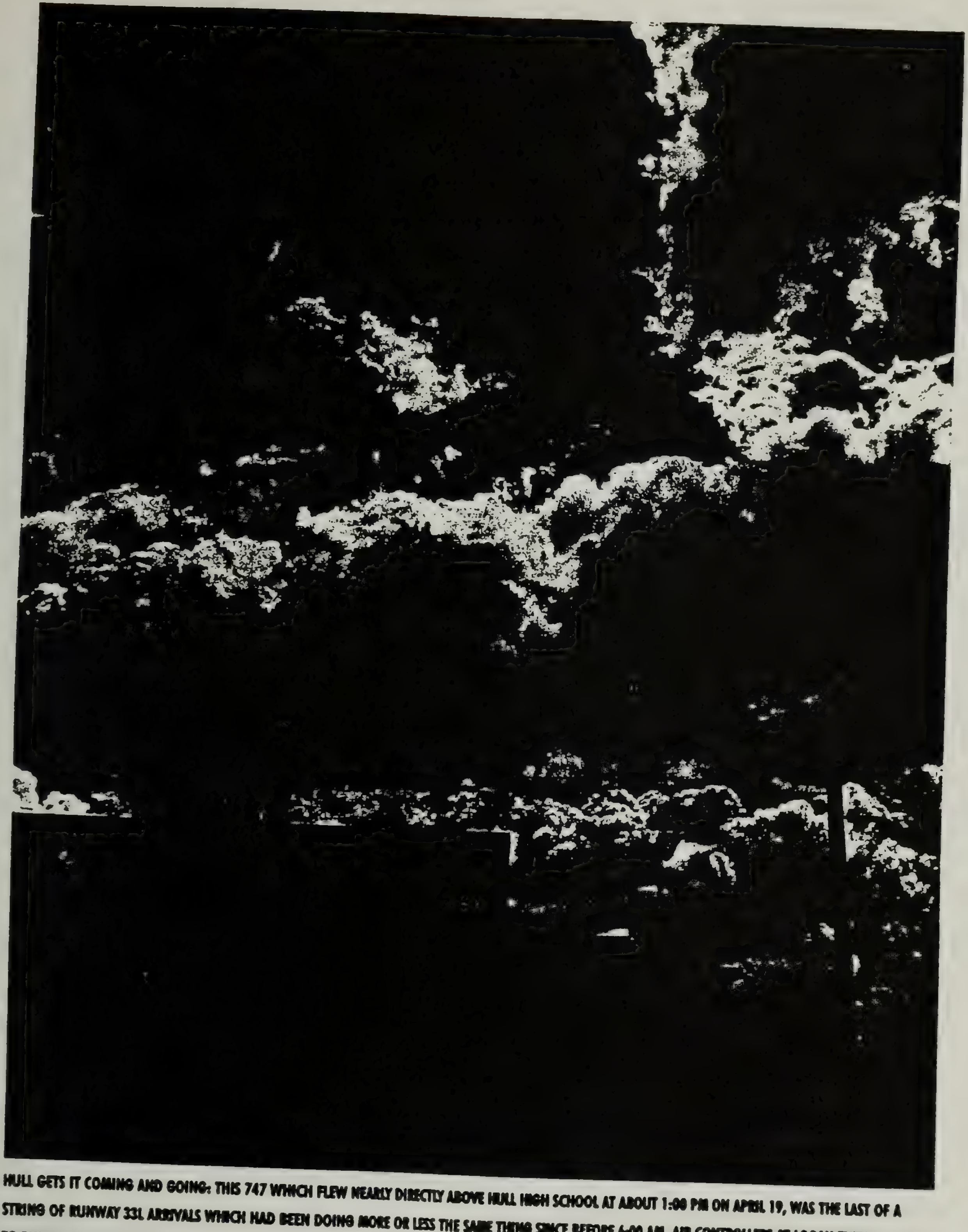
COMMENTS OF STEPHEN LATHROP

ON

DRAFT EIR: EOAE NO. 10458

AND

DRAFT EIS: ANE-600



HULL GETS IT COMING AND GOING: THIS 747 WHICH FLEW NEARLY DIRECTLY ABOVE HULL HIGH SCHOOL AT ABOUT 1:00 PM ON APRIL 19, WAS THE LAST OF A STRING OF RUNWAY 33L ARRIVALS WHICH HAD BEEN DOING MORE OR LESS THE SAME THING SINCE BEFORE 6:00 AM. AIR CONTROLLERS AT LOGAN THEN SWITCHED TO RUNWAY 27 ARRIVALS, AND RUNWAY 22 DEPARTURES. THE RESULT IN HULL CAN BE SEEN IN THE PHOTO AT THE BACK OF THIS REPLY. LATER ON, CONTROLLERS SWITCHED BACK TO RUNWAY 33 ARRIVALS, AND THIS SCENE WAS REPEATED LONG INTO THE NIGHT. TO PERMIT ENOUGH VISUAL INFORMATION TO ESTABLISH THE LOCATION OF THIS SCENE, A WIDE ANGLE LENS WAS CHOSEN FOR THIS PHOTOGRAPH; ANOTHER EFFECT WAS TO MAKE THE AIRPLANE APPEAR MORE DISTANT THAN IT WOULD TO AN OBSERVER ON THE GROUND. THE RUNWAY 33L GLIDE SLOPE PUTS AIRPLANES IN THIS LOCATION AT AN ALTITUDE OF 1500 FEET OR LESS.

COMMENTS ON: EOEA #10458 AND ANE-600 *LOGAN AIRSIDE IMPROVEMENTS PLANNING PROJECT DRAFT ENVIRONMENTAL IMPACT STATEMENT/REPORT* WITH PARTICULAR REFERENCE TO NOISE IMPACTS IN THE VICINITY OF HULL, MASSACHUSETTS

OPENING COMMENT

A *Boston Globe* report (March 2, 1999), based on Massport's projected data, shows that if Massport's new runway is approved, approximately 82,540 airplanes per year will fly low over Pemberton Point in Hull, the site of Hull High School. Almost all of these airplanes will fly within 1700 feet of the High School, many closer than 1600 feet. These distances are measured upward from the school to the airplanes themselves, not to the paths of the airplanes projected on the ground. No airplane on any runway ever comes so close to the FAA control tower at Logan airport. Massport's Report presents tables which, taken together, seem to assert that under such conditions noise at Hull High School would then be equivalent to that experienced by residents of a "Small Town Cul-de-Sac." 279.2

SUMMARY OF COMMENTS

There are 5 principal objections to acceptance of the *Draft Environmental Impact Statement/Report* contained in this reply: (1) that the Report fails to study noise impacts in the vicinity of Hull, Massachusetts, even though such study is warranted and mandated; (2) that data presented in the report which appear to justify the exclusion of Hull from the study area are in fact incorrect and insufficiently documented, and that noise modeling methods used by Massport to exclude Hull from the study area are also incorrect and insufficiently documented; (3) that exclusion of Hull from the study area forecloses consideration of the harm which Massport's runway expansion plans might do to future noise abatement using new technology in the vicinity of Hull; (4) that operation of the proposed runway is likely to cause shifts in air traffic patterns which will cause more airplanes to fly over Hull, but this possibility is not examined in the Report; (5) that the people of Hull have not been adequately notified of Massport's plans because no copy of the report has been delivered to the Hull Public Library.

SUMMARY OF OBJECTION 1: The *Draft Environmental Impact Statement/Report*, hereafter called the Report, is inadequate because it fails to study noise impacts in the vicinity of Hull, Massachusetts. There are compelling reasons to believe that Hull meets the criteria for study established by Massport and by Federal regulations. Accordingly, the Report should not be accepted as written.

Reasons to believe that Hull falls within the mandated study area are the following:

1. In *Volume IV* of the report, containing Technical Appendices L–O, numerous figures appear which place Hull on the very edge of the study area modeled by Massport as the area within the 60 dB DNL contour. This suggests that even small data or modeling errors, if corrected, might put Hull within the mandated study area.

279.3

2. Actual noise measurements at Hull High School, where Massport has for years maintained a noise monitoring station, contradict the Report's noise projections. The Report places Hull outside the 60 dB noise contour adopted by Massport as the threshold for environmental study. The historical measurements say Hull is already deeply within the contour, although it has yet to experience the increase in aircraft operations projected by the Report.

According to Massport data, noise measurements at Hull High School, after adjustment to remove exceptional noise events such as winter storms, exceeded 60dB in each of a sample of 24 summer months save one, and in all of a sample of 23 winter months without exception. The monthly measurements were for the summer months June, July, and August, and the winter months December, January, and February, beginning in June of 1991 and ending with February 1999.

The highest monthly average measurement result was 68.4dB in February of 1992, the lowest 59.7dB in August of 1997, the only figure below 60dB. All figures were monthly averages. Of these monthly averages, 13 exceeded 65dB, mostly in the years before 1996, but also twice in 1997.

The general pattern of the figures seems to show a decline in monthly noise from 1991 to 1996, followed by an apparent increase in 1998. There are only 2 months in the 1999 sample and these are lower than the equivalent 1998 years, but still far above the 60dB threshold at 63.4dB and 63.9dB.

Perhaps more to the point, Massport has recently begun measuring what it thinks is the actual contribution of noise from airplanes at Hull High School. This involves the removal of other noise sources from the overall noise measurement to derive an airplanes-only figure. Such figures are now available for months starting in January 1998 and ending with January 1999. These are Massport's monthly average airplanes-only noise levels at Hull High School: January 1998: 59.2dB; February 1998: 58.5 dB; March 1998: 59.4dB; April 1998: 59.3dB; May 1998: 58.6dB; June 1998: 59.3 dB; July 1998: 59.5dB; August 1998: 57.7dB; September 1998: 59.2dB; October 1998: 59.8dB; November 1998: 59.8dB; December 1998: 59.8dB; January 1999: 59.5dB. These figures, which represent only noise which can be correlated with specific aircraft operations, establish clearly that an increase in aircraft operations much smaller than the Report's Preferred Alternative would put Hull within the 60dB contour on the basis of airplane-related noise alone.

Probably, however, the figures noted in the previous paragraph are too small, and Hull is already within the 60dB contour on the basis of aircraft noise, if that could be properly measured. Hull's unique location in Boston's air traffic pattern complicates correlation of aircraft operations with noise monitor data, something which anyone who wishes to isolate and remove background noise must do. Unfortunately, in Hull, background noise is airplane noise.

The noise monitor at Hull High School is commonly affected by 4 or more jet operations simultaneously, because airplanes departing Logan via Runways 22L/R fly a semicircular pattern around the monitor. It is an ordinary occurrence to see one jet, approaching the monitor from the west over Boston Harbor, while another, which has just passed the monitor, turns south over Nantasket Beach, as yet another, which preceded the first off the runway at Logan by perhaps 90 seconds, turns west over Hull Bay and approaches once more toward the monitor on the side opposite its original pass. In addition, takeoff thrust and thrust reversals at Logan itself are often clearly audible at Hull High School, and sometimes they are loudly audible. It seems unlikely that all of this noise activity can be successfully correlated to specific aircraft operations; perhaps only one operation at a time can be so correlated. If so, then a large aircraft-related noise component is being assigned to background noise, and all of the figures which Massport has computed for airplanes-only noise are smaller than they should be.

To think of the problem another way, consider this: without Logan and its airplanes, Hull Village would surely be one of the quietest communities in eastern Massachusetts. Hull Village has no commercial zone, so trucks are rarely seen on its streets. It doesn't have through traffic, because no one can drive through Hull Village, only to it, or from it; it is on the end of a small peninsula. There isn't any industry to make noise. And yet a noise monitor in Hull Village stays constantly above 60dB, often pushing 65dB. According to the Report's Figure 5.2-2 a typical small town suburban environment ought to measure somewhere in the high 40s. There isn't any obvious reason why Hull Village would be any noisier, except Logan Airport.

3. The Report contains significant data errors. The flight tracks offered by the Report to represent the historical pattern of aircraft operations in the vicinity of Hull do not reasonably approximate the patterns of aircraft operations in the vicinity of Hull during the previous 10 years, nor at the present time.

Figures 5.2-5, 5.2-6, 6.2-1, and 6.2-3, which purport to show the historical and projected paths of aircraft in the vicinity of Hull are all drawn in such a way that no aircraft are shown crossing the upper end of the Hull Peninsula. In a brief course of observation which I conducted on Saturday, April 17, between the hours of 11:43 a.m. and 12:35 p.m., (when observation was interrupted by rain), and again between 5:53 p.m. and 6:28 p.m., I observed 31 airplanes which departed Logan on Runway 22 and then flew toward Hull. Of these, 4 flew directly over the upper end of the Hull Peninsula, and 4 more skirted its shoreline so closely that essentially nothing of either side of these airplanes could be seen as I stood on the seawall. I have documented these observations photographically.

In another brief course of observation which I conducted on Monday, April 19, between the hours of 8:22 a.m. and 10:15 a.m. I observed in the vicinity of Hull

Gut as 34 airplanes approached runway 33L. Of these, all but one flew directly over the end of the Hull Peninsula or skirted its shoreline so closely that essentially nothing of either side of these airplanes could be seen from my point of observation on the shoreline at Hull Gut. I have documented these observations photographically as well.

On the basis of personal experience gathered while living for 10 years in Hull Village, which is on the end of the Hull Peninsula, I estimate that these two observation sessions fairly represent the usual pattern of aircraft operations to be found there, although the accuracy of the conclusions could surely be improved by more extensive observations, or better yet by study of FAA radar track data.

All of the airplanes noted in these two observations sessions were jet airplanes; I saw many turboprop airplanes during the second observation session, but they were not counted for the purpose of these comments.

There is nothing in the Report to suggest that planned changes will cause future aircraft operations in the vicinity of Hull to conform to the patterns of operation presented by the Report. These inaccurately presented patterns of operation are identified in the Report as the basis of Massport's modeling of both historical and projected noise in the vicinity of Hull.

4. The actual patterns of aircraft operations in the vicinity of Hull bring aircraft closer to Hull, and over Hull, more often than the Report's modeling data show. This raises noise levels in Hull above those shown by the Report's modeling.

5. The actual patterns of aircraft operations in the vicinity of Hull are not as dispersed as the Report's modeling data show. The more concentrated actual character of these operations tends to raise noise levels in the vicinity of Hull as compared to the Report's modeled operations.

6. The Report presents no actual measurements of airplane noise in Hull, even though Massport has operated noise measurement equipment in Hull for many years, a fact which is noted in the Report. Citing actual historical measurements of high noise levels in Hull would call into question the validity of the noise modeling results presented by the Report.

7. The report presents modeled estimates of airplane noise in Hull, but these estimates appear to defy common sense, and also contradict measurements actually made in the past. For instance, Figure 5.2-2 in the Report (Typical Outdoor Day/Night Sound Levels (dB)) presents a graph which indicates that 54dB is a typical DNL sound level for a "Small Town Cul-de-Sac." In Volume IV of the Report a table appears (Table 2.3, Day-Night Sound Level Values (Ldn) in dB From Flight Operations at 23 Selected Locations, 2010 37.5 Million Low). This table presents modeled sound levels for Hull High School under Massport's Preferred Alternatives, Alt 1 and Alt 1A. Sound levels under both alternatives are shown to be 54.6 dB, essentially as quiet as the small town cul-de-sac of Figure 5.2-2.

It is difficult to credit the notion that Hull High School, which would then be experiencing more than 100,000 equivalent air operations a year, the majority of them low-level overflights and near-overflights at altitudes under 1600 feet, would then be as quiet as a small town cul-de-sac. Hull High School is not that quiet now. Massport has sound measurement data collected throughout the 1990s which show much higher monthly noise levels at Hull High School produced by many fewer equivalent operations. These data are discussed briefly under Number 2 above, but they are not published in the Report. The Report does not discuss these contradictions.

SUMMARY OF OBJECTION 2: Methods used by Massport to develop data for the Report are not sufficiently documented. This makes it impossible to assess the likelihood that the data used accurately represent the cases they are claimed to represent. Even if the data are accurate and representative, the methods used by Massport to process the data into noise models are largely undocumented. The Report does not allow a reasonable person to assess whether the resulting noise models accurately reflect the data inputs. Some data presented in the Report could lead to a conclusion that the modeling software used by Massport lacks the sophistication necessary to model accurately the complex noise situation in the vicinity of Hull. For these reasons too, the Report should not be accepted as written. 279.4

Reasons to question the Report's noise modeling data and methods are the following:

1. In its modeled flight tracks for arrivals and departures, past and future, the Report shows multiple flight paths per runway. The Report is vague about the basis for choosing the particular tracks shown. It offers no explanation of whether these tracks represent sampled actual tracks of real flights, or composites, nor any discussion of whether the tracks properly represent particular seasonal conditions and states of airport activity. The Report also does not indicate whether all tracks from each runway are weighted equally when computing noise models.

2. In some areas near Hull flight tracks from different runways are shown intermingling. One such case involves takeoffs from Runway 22L, Runway 22R, Runway 15R, and Runway 9, as shown in Figure 5.2-5 (Modeled Departure Flight Tracks for Existing Runway Configurations) In all, 20 tracks seem to be involved, five per runway (the quality of Massport's presentation of these tracks is so poor that track count must remain an estimate), of which 17 intermingle. The Report does not answer this question: In computing noise models in the intermingled area, does each track from each runway count equally? Runway 15R sees very few departures; Runways 22L and 9 are the busiest departure runways at Logan. Even assuming that all the tracks are properly located, if they are not weighted properly to reflect the different intensity of traffic each track experiences there will be distortions in any resulting noise model. If these tracks are weighted equally, the resulting distortion would tend to improperly move modeled noise away from Hull.

3. Figure 5.2-6 in the Report (Modeled Arrival Flight Tracks for Existing Runway Configurations) shows most arriving flights destined for Runway 33L crossing either the Northern end of Peddocks Island or the western side of Hull Gut. None are shown crossing the end of the Hull Peninsula.

An electronic beacon marking the approach path for Runway 33L is located on the end of the Hull Peninsula, and is approximately 500 yards east of the easternmost point on Peddocks Island. The Report does not answer the obvious question: why would arriving airplanes destined for Runway 33L be more likely to fly above Peddocks Island than above the beacon put on the Hull Peninsula for that purpose?

If the Report has misrepresented the approach situation at Hull Gut, as seems obvious, then correcting that misrepresentation would result in a noise model that would predict more noise in Hull.

4. Figure 5.2-6 (Modeled Arrival Flight Tracks for Existing Runway Configurations) shows a broad fan of 10 approach paths which converge at a point over Boston Harbor, about a mile northwest of the end of the Hull Peninsula. Opposite Hull Gut this fan is shown with a width of approximately .6 mile.

Visual observation at Hull Gut shows that a large majority of airplanes destined for Runway 33L have already converged along an axis southeast of Hull Gut before overflying the end of the Hull Peninsula at Hull Gut. With the sun standing in the south southeast, directly behind approaching airplanes, it is possible for an observer to sit still on the cobbled beach while the shadow of airplane after airplane passes over her.

Rather than being fanned out as shown in Figure 5.2-6, airplanes cross the end of the Hull Peninsula in an intensely focused stream. This pattern of operation, which requires no special equipment or expertise to observe, if entered as data into noise modeling software, would yield larger noise values for Hull than the fan of approach tracks presented by the Report.

5. The fan of approach tracks for Runway 33L at Hull Gut, which is presented in Figure 5.2-6 in the Report, is marked by a dog-leg a short distance before the point of convergence. The Report shows no similar dog-leg in the approach tracks to any other runway. The Report offers no explanation for the dog-leg shown on the approach to Runway 33L. There is no apparent purpose for a dog-leg in that position. If the dog-leg were not present in the modeled approach path for Runway 33L, the resulting noise model would predict more noise in Hull.

6. When arrivals are destined for Runway 33L, residents of Hull Village, near the end of the Hull Peninsula, usually experience multiple direct overflights per hour, but Figure 5.2-6 shows no arrival paths crossing Hull Village. If direct overflights of Hull Village were among the modeled approach tracks for Runway 33L the resulting noise model would predict more noise in Hull.

7. Figure 5.2-5 of the Report (Modeled Departure Flight Tracks for Existing Runway Configurations) shows a large number of modeled flight tracks from 4 runways intermingling over Boston Harbor north of Hull. Some of the difficulties of this modeling situation were noted in Number 2 above.

Another question arises because of the locations of the tracks themselves. Among 15(?) tracks departing Runway 22L, 22R and 15R, the Report shows no track directly over Hull Village. Overflights of Hull Village are a common occurrence, usually seen multiple times per hour, and sometimes nearly continuously, whenever Runways 22L and 22R are used for departures. The Report shows 1 track skirting the north shore of the Hull Peninsula, and 2 in the vicinity of the south shore of Georges Island, approximately .8 nautical mile north of Hull. The Report shows 4 modeled paths distributed northward from the middle part of Lovell's island, 1.5 nautical miles north of Hull

The visual observations discussed above make it seem doubtful that many airplanes from 22L and 22R fly so far north. If Massport's noise modeling software assigns equal weight to each of these tracks, then Figure 5.2-5 shows modeling inputs that seem to under-represent the number of flights which travel close to Hull, or over Hull, while over-representing those that miss Hull by a large distance. Correcting such a misrepresentation would result in a noise model which would predict more noise in Hull.

8. Although Massport has access to Federal Aviation Administration radar tracking data, no statistical samples of such data appear in the Report. A statistically rigorous sampling of FAA radar tracks, presenting cases to represent common airport operating conditions, would provide the soundest possible basis for noise modeling because it would provide a historically based and geographicall accurate characterization of the patterns of aircraft operation around Logan Airport. and in the vicinity of Hull. The fact that Massport has not documented a statistically rigorous application of this obviously powerful tool calls into question the validity of all the flight track data upon which the Report's noise modeling is based.

9. Close examination of the noise contours produced by Massport's noise modeling software shows striking failures to predict obvious and inescapable noise effects that

would be not only apparent, but even intrusive, for most observers. For instance, Volume IV of the Report presents numerous graphical representations of modeled noise contours. One presentation, titled "Day-Night Sound Level Contours 2010 49M High, Alternative 1," shows perfectly symmetrical sound contours at the departure end of Runways 22L and 22R. The fact that 109,000 equivalent departures (Volume III, "Aircraft Operations by Fleet, Alternative, Runway End and Operation" , otherwise unnumbered and unpaginated) are modeled to make sharp left turns over Castle Island seems completely unrecorded in any of the contours except (possibly) the 60 dB contour, which bulges almost imperceptibly near Thompson Island. However technically accurate this model might or might not be, it seems obvious that in this case it has produced a result that would confound the expectations of any human observer with normal hearing.

Similarly, the contours projecting from the departure end of Runway 15 remain undisturbed by the substantial cross-traffic of Runway 22 departures, but a human observer on a boat in the vicinity would surely find the noise intrusive. If Massport's modeling program does not make models which closely match real human experience, then the presence of those models in this Report should be a reason to reject the Report as misleading.

SUMMARY AND CONCLUSION OF OBJECTION 3: Previously, representatives of Massport and of the Federal Aviation Administration have offered the prospect that future technological improvements would facilitate more efficient noise abatement in the vicinity of Hull. The Report does not discuss such future improvements and it seems reasonable to believe that implementation of the Preferred Alternative would complicate or preclude their implementation. 279.5

One technology so mentioned was the application of approach procedures based on the satellite-based Global Positioning System to Runway 33L, guiding incoming airplanes farther from Hull along curved approach paths. It seems possible that construction of Runway 14/32 would complicate or preclude such an improvement, but the issue of Global Positioning System approach paths is not discussed in the Report.

Another approach to the same goal would be to install glide slope and locator electronics on Thompson Island, to project their beacons eastward over Shag Rocks.

Under VFR conditions such an installation would enable an accurate approach to Runway 33L that begins as a westward leg roughly parallel to the north shore of Hull, but offset more than a mile to the north. This track intersects the current approach path at its current altitude almost 3 miles from the touchdown point on 33L. A 55 degree turn at the point of intersection would put airplanes on the current track, to land as they always have. This proposed new track is almost perfectly parallel to Runway 9/27, and more than 3 miles south of a line projected eastward from Runway 9. Use of such an approach would enormously benefit the people of Hingham, Hull, and Weymouth, who would all be freed of probably half or more of the airplane noise they now experience, while adversely affecting no one. Unfortunately, this approach path would also put incoming airplanes on an intersecting course with airplanes approaching projected Runway 32, so construction of 14/32 might preclude or complicate future implementation of this improvement. There is no discussion of these issues in the Report. For this reason too, the Report should not be accepted as written.

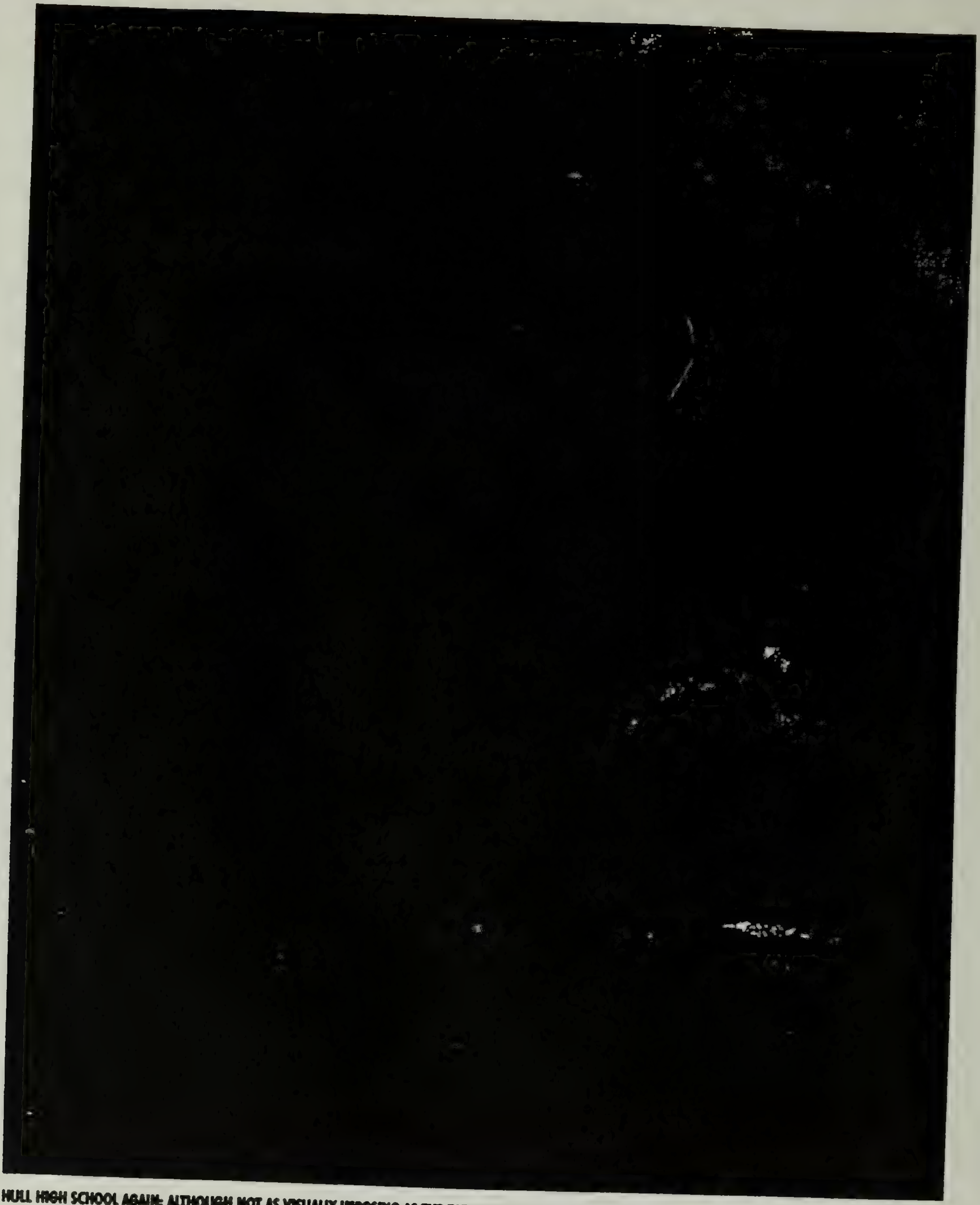
SUMMARY AND CONCLUSION OF OBJECTION 4: It seems reasonable to suppose that construction of Runway 14/32 would alter existing patterns of aircraft operations, as both air controllers and pilots adjusted to the presence of a new factor in the navigational mix. As can be seen by comparing Figures 6.2-2 and 6.2-3 with Figures 5.2-5 and 5.2-6, the Report asserts that jet operations in the vicinity of Hull will continue to follow the tracks they have used historically, except that new tracks will be added to the west of the present inbound approach to Runway 33L. 279.6

The inaccuracy of the tracks presented in all four of these figures has already been discussed. With regard to the tracks of inbound airplanes destined for Runway 33L, FAA radar tracking data which is available from Massport reveal what may be a relevant point: airplanes headed for the axis of the Runway 33L approach-path from the west do so at oblique angles; those from the east much more nearly at right angles.

If an approach path to Runway 32 is established as shown in the Report, approximately 1 mile to the west of 33L, it seems logical to suppose that use of the approach to 33L might change in the following ways: First, airplanes which might previously have approached the 33L axis from the west might then choose to approach from the east, to avoid crossing the paths of airplanes destined for Runway 32. Because many airplanes which approach 33L from the east fly directly over Hull, as the FAA data show, such a change would add to noise in Hull. Second, pilots approaching from the east might choose to use more oblique approach angles than they now do, in the hope that they would thereby reduce the danger of overshooting the axis of the Runway 33L approach path and straying too close to airplanes approaching Runway 32. This would have the effect of directing the tracks of these airplanes more nearly parallel to the axis of the Hull Peninsula, keeping the airplanes over Hull for longer times and distances, and causing them to descend to lower altitudes during their overflights. Noise in Hull would increase as a result.

Neither of these plausibly foreseeable effects is addressed by the Report. For this reason too, the Report should not be accepted as written..

SUMMARY AND CONCLUSION OF OBJECTION 5: The people of Hull have not been adequately notified of Massport's plans regarding Runway 14/32, nor have they had sufficient opportunity or time to respond to the Report. A document accompanying the Report (RE: Transmission of Draft Environmental Impact Statement and Draft Environmental Impact Report ("Draft EIS/EIR") and signed by Betty J. Desrosiers and John C. Silva states on its second page: "The document will be made available for public review at local libraries in the following communities: Boston, Braintree, Brookline, Cambridge, Chelsea, Everett, Hingham, Hull, Melrose, Milton, Quincy, Revere, Somerville, Swampscott, Weymouth, and Winthrop." On April 19, 1999 librarians at the Hull Public Library said this had not yet been done in the case of Hull. For this reason, the Report should not be accepted until the people of Hull have had adequate notification, time, and opportunity to respond to the Report. 279.7



HULL HIGH SCHOOL AGAIN: ALTHOUGH NOT AS VISUALLY IMPOSING AS THE 747 SHOWN AT THE FRONT OF THIS REPLY, THE AIRPLANE IN THE UPPER LEFT OF THIS PHOTOGRAPH, IS USING EXTRA THRUST TO CLIMB OUT OF LOGAN, AND WAS EVEN LOUDER ON THE GROUND—AND THE 747 WAS PLENTY LOUD. THIS RUNWAY 22 DEPARTURE WAS THE VERY NEXT FLIGHT AFTER THE 747 LANDING. THESE TWO PHOTOS ARE A NICE PAIR OF BOOKENDS TO SHOW THE UNIQUELY CONTINUOUS NATURE OF AIRPLANE NOISE IN HULL. THESE PHOTOS ARE PERFECTLY TYPICAL OF WHAT HAPPENS CONSTANTLY IN HULL, ALTHOUGH SOMEONE LOOKING AT THE GRAPHICS IN MASSPORT'S REPORT MIGHT CONCLUDE THAT IT WOULD BE A RARE EVENT FOR AIRPLANES TO BE IN THE LOCATIONS HERE, WHERE THEY WERE PHOTOGRAPHED. THIS AIRPLANE CLOSELY SKIRTED THE SHORELINE; MANY OTHER RUNWAY 22 DEPARTURES FLY WELL TO THE RIGHT, DIRECTLY OVER HULL VILLAGE.

Letter 279
Stephen Lathrop
Private Citizens: Hull

Code	Topic 1	Topic 2	Comment	Response
279.1	Environmental Review Process	Public Process	...the time allowed for comment was too short to permit much of what I would have liked to research...2 weeks is not a reasonable time to develop researched rebuttal arguments following hearings. The difficulty in my case was compounded by the fact that no copy of the EIR was available at the Hull Public Library, apparently because none was ever provided there by Massport.	A copy of the Supplemental DEIS/FEIR will be available at the Hull Public Library.
279.2	Noise	Imapcts	A Boston Globe report (March 2, 1999), based on Massport's projected data, shows that if Massport's new runway is approved, approximately 82,540 airplanes per year will fly low over Pemberton Point in Hull, the site of Hull High School. ...[Many] of these airplanes will fly within [1600 or] 1700 feet of the High School...[as] measured...from the school to the airplanes... Massport's Report presents tables which...seem to assert that under such conditions noise at Hull High School would then be equivalent to that experienced by residents of a "Small Town Cul-de-Sac."	Operations in the vicinity of Hull increase with the Preferred Alternative primarily due to aircraft landing to the northwest, either on new Runway 32 or because of greater use of Runway 33L. However, the noise exposure levels resulting from these increased operations remains several decibels below 60 DNL as indicated by the specific point analysis at Site 26 in Tables 6.2-8, 6.2-9, 6.2-22, and E-1 of the Supplemental DEIS/FEIR. These levels are nearly 20 dB below the highest exposure in Winthrop and 15 dB below the exposure in parts of East Boston and Revere, which the new runway would help to improve.
279.3	Noise	Model	The Draft Environmental Impact Statement/Report...fails to study noise impact in the vicinity of Hull...There are compelling reasons to believe that Hull meets the criteria for study established by Massport and by Federal regulations...[including: noise measurements at Hull High School that consistently exceed 60 dB and approach 60 dB in noise directly attributable to specific airport operations. Observations of aircraft indicate many low-altitude over flights, and near over flights, which are not presented in the report. Noise monitors in Hull Village consistently exceed 60 dB with no contributing factors except Logan Airport. The report contains no noise measurements for Hull.]	The Supplemental DEIS/FEIR projects that the Preferred Alternative would promote runway use in a manner that is more consistent with annual PRAS goals, and Hull is affected by the use of Runway 33/32 arrivals. The total number of aircraft arriving to the northwest does increase with construction of the runway, but this is due to the PRAS goals more than any other factor. Since the Runway 33 arrivals that impact Hull approach primarily over water, and since Hull is further from the airport than those communities impacted by arrivals to Runway 15L/R, 4L/R, or 22L/R, the PRAS goals call for 42 percent of the equivalent arrivals to operate in this direction. Runway 33 arrivals accounted for approximately 27 percent of the equivalent arrivals in 1998, and since Logan Airport has a limited capacity in this direction, the northwest configuration has been underutilized as demand has increased over the years. Construction of the runway allows better achievement of the agreed-upon PRAS goals, but even with Runway 14/32, the equivalent arrivals in the Runway 33/32 direction never reach the goal of 42 percent under any fleet scenario or alternative. Operations in the vicinity of Hull increase with the Preferred Alternative primarily due to aircraft landing to the northwest, either on new Runway 32 or because of greater use of Runway 33L. However, the noise exposure levels resulting from these increased operations remains several decibels below 60 DNL as indicated by the specific point analysis at Site 26 in Tables 6.2-8, 6.2-9, 6.2-22, and E-1 of the Supplemental DEIS/FEIR. These levels are nearly 20 dB below the highest exposure in Winthrop and 15 dB below the exposure in parts of East Boston and Revere, which the new runway would help to improve.

Code	Topic 1	Topic 2	Comment	Response
279.4	Noise	Model	Methods used by Massport to develop data for the Report are not sufficiently documented [including: representatives of flight tracks that are presented without adequate basis, representations of flight tracks over the beacon on Hull Peninsula, Flight paths that converge over Hull Peninsula rather than over Boston Harbor, flight paths with inexplicable dog leg patterns, omission of over-flights experienced in Hull, and failure to predict obvious noise effects]. This makes it impossible to assess...[whether] the data...accurately represents the cases they are claimed to represent....the methods used by Massport to process the data into noise models are [also] largely undocumented. The Report does not allow a reasonable person to assess whether the resulting noise models accurately reflect the data inputs. Some data presented in the Report could lead to a conclusion that the modeling software used by Massport lacks the sophistication...to model accurately the complex noise situation in the vicinity of Hull.	Refer to response to Comment 279.3.
279.5	Noise	Impacts	...representative of Massport and of the Federal Aviation Administration have offered the prospect that future technological improvements would facilitate more efficient noise abatement in the vicinity of Hull. [For instance, using GPS to guide incoming flights along curved flight paths and installation of guide slope and locator electronics on Thompson Island to assist in off-setting approach paths, by more than 1 mile to the north.] The Report does not discuss such future improvements and it seems reasonable to believe that implementation of the Preferred Alternative would complicate or preclude their implementation.	Use of GPS in both arrival and departure procedures is beginning to be utilized but is still a relatively new technology When it does come into wider use (both as instrumentation onboard the aircraft as well as in published procedures used by Air Traffic Control), it may well allow more versatile routing of traffic north of Hull. However, it is not a part of this assessment.
279.6	Noise	Runway 14/32	It seems reasonable to suppose that construction of Runway 14/32 would alter existing patterns of aircraft operations...the Report asserts that jet operations in the vicinity of Hull will continue to follow the tracks they have used historically, except that new tracks will be added to the west of the present inbound approach to Runway 33L. [Based on FAA tracking data, it appears that the new runway configuration would result in different approach paths, increasing approaches from the east and affecting Hull more.]	Operations in the vicinity of Hull increase with the Preferred Alternative primarily due to aircraft landing to the northwest, either on new Runway 32 or because of greater use of Runway 33L. However, the noise exposure levels resulting from these increased operations remains several decibels below 60 DNL as indicated by the specific point analysis at Site 26 in Tables 6.2-8, 6.2-9, 6.2-22, and E-1 of the Supplemental DEIS/FEIR. These levels are nearly 20 dB below the highest exposure in Winthrop and 15 dB below the exposure in parts of East Boston and Revere, which the new runway would help to improve.
279.7	Environmental Review Process	Public Process	The people of Hull have not been adequately notified of Massport's plans regarding Runway 14/32, nor have they had sufficient opportunity or time to respond to the Report. [The report was not made available to the Hull Library.}	The Supplemental DEIS/FEIR will be available at the Hull Public Library. Everyone who wrote a comment letter will be notified of the availability of the Supplemental DEIS/FEIR.

LETTER 280

March 28, 1999

Mr. Arthur Pugsley
Secretary of Environmental Affairs
100 Cambridge Street
Boston, MA 02205

Dear Mr. Pugsley:

We are writing to you in an effort to protect the quality of life in Hull, which is being threatened by the proposition of building runway 14/32 at Logan Airport. The proposed runway would more than double the present number of planes flying over Hull overstressing the area. The constant plane traffic will ruin several beautiful and thriving neighborhoods in Hull along with other communities in the greater Boston area already shouldering the burden of constant noise and pollution caused by heavy air traffic. I am not alone in opposing the constant push to expand Logan's air traffic capacity. We hope that the interests of residents preside over the narrow, short term, solution of Massport and the business community. We are all gearing up for a fight and hope to have your support. 280.1

Sincerely,

Daniel Llewellyn

Daniel Llewellyn
Jacqueline Llewellyn
11 James Avenue
Hull, MA 02045

Letter 280

Daniel and Jacqueline Llewellyn

Private Citizens: Hull

Code	Topic 1	Topic 2	Comment	Response
280.1	Alternatives	Runway 14/32	...the quality of life in Hull...is being threatened by the proposition of building runway 14/32 at Logan Airport...[which] would more than double the present number of planes flying over Hull overstressing the area. The constant plane traffic will ruin several beautiful and thriving neighborhoods in Hull along with other communities in the greater Boston area already shouldering the burden of constant noise and pollution caused by heavy air traffic.	The Supplemental DEIS/FEIR projects that the Preferred Alternative would promote runway use in a manner that is more consistent with annual PRAS goals, and Hull is affected by the use of Runway 33/32 arrivals. The total number of aircraft arriving to the northwest does increase with construction of the runway, but this is due to the PRAS goals more than any other factor. Since the Runway 33 arrivals that impact Hull approach primarily over water, and since Hull is further from the airport than those communities impacted by arrivals to Runway 15L/R, 4L/R, or 22L/R, the PRAS goals call for 42 percent of the equivalent arrivals to operate in this direction. Runway 33 arrivals accounted for approximately 27 percent of the equivalent arrivals in 1998, and since Logan Airport has a limited capacity in this direction, the northwest configuration has been underutilized as demand has increased over the years. Construction of the runway allows better achievement of the agreed-upon PRAS goals, but even with Runway 14/32, the equivalent arrivals in the Runway 33/32 direction never reach the goal of 42 percent under any fleet scenario or alternative. Operations in the vicinity of Hull increase with the Preferred Alternative primarily due to aircraft landing to the northwest, either on new Runway 32 or because of greater use of Runway 33L. However, the noise exposure levels resulting from these increased operations remains several decibels below 60 DNL as indicated by the specific point analysis at Site 26 in Tables 6.2-8, 6.2-9, 6.2-22, and E-1 of the Supplemental DEIS/FEIR. These levels are nearly 20 dB below the highest exposure in Winthrop and 15 dB below the exposure in parts of East Boston and Revere, which the new runway would help to improve.

LETTER 281

Dr. Jo Loughnane
Fifty Andrew Avenue
Hull, Massachusetts 02045

April 19, 1999

Gentlemen:

I am opposed to the proposed runway 14/32 at Logan. I endorse the Worcester plan. 281.1

I also oppose the money spent on your ad campaign. Why should the convenience of Logan users be based on the environment of Hull residents?

Sincerely
Jo Loughnane

Letter 281
Dr. Jo Loughnane
Private Citizens: Hull

Code	Topic 1	Topic 2	Comment	Response
281.1	Regional Transportation	Regional Airports	I am opposed to the proposed runway 14/32 at Logan. I endorse the Worcester plan.	Comment noted.

LETTER 282

April 19, 1999

To Whom It May Concern:

I am a resident of 8 HarborView Road Hull, Ma. I am writing to inform you of disapproval of runway 14/32

I have lived at this address for 3 ½ years and I still wake up every night because a jet has flown too low and the noise is very loud. I have called numerous times to Massport Noise Abatement, however I feel that my complaints means nothing. How will I live with additional Noise Pollution!! 282.1

At times we lie in bed and the lights from the jets actually shines in my children's and my own eyes.

Hopefully the new runway will receive enough negativity to stop the once quiet and remote town of Hull.

Sincerely,

Jeannette MacDonald

Jeannette MacDonald
8 HarborView Road
Hull, Ma 02045

Letter 282
Jeannette MacDonald
Private Citizens: Hull

Code	Topic 1	Topic 2	Comment	Response
282.1	Alternatives	Runway 14/32	Disapproval of Runway 14/32 and concerns about additional noise and bright lights from airplanes.	The Supplemental DEIS/FEIR projects that the Preferred Alternative would promote runway use in a manner that is more consistent with annual PRAS goals, and Hull is affected by the use of Runway 33/32 arrivals. The total number of aircraft arriving to the northwest does increase with construction of the runway, but this is due to the PRAS goals more than any other factor. Since the Runway 33 arrivals that impact Hull approach primarily over water, and since Hull is further from the airport than those communities impacted by arrivals to Runway 15L/R, 4L/R, or 22L/R, the PRAS goals call for 42 percent of the equivalent arrivals to operate in this direction. Runway 33 arrivals accounted for approximately 27 percent of the equivalent arrivals in 1998, and since Logan Airport has a limited capacity in this direction, the northwest configuration has been underutilized as demand has increased over the years. Construction of the runway allows better achievement of the agreed-upon PRAS goals, but even with Runway 14/32, the equivalent arrivals in the Runway 33/32 direction never reach the goal of 42 percent under any fleet scenario or alternative. Operations in the vicinity of Hull increase with the Preferred Alternative primarily due to aircraft landing to the northwest, either on new Runway 32 or because of greater use of Runway 33L. However, the noise exposure levels resulting from these increased operations remains several decibels below 60 DNL as indicated by the specific point analysis at Site 26 in Tables 6.2-8, 6.2-9, 6.2-22, and E-1 of the Supplemental DEIS/FEIR. These levels are nearly 20 dB below the highest exposure in Winthrop and 15 dB below the exposure in parts of East Boston and Revere, which the new runway would help to improve.

LETTER 283

Dear Mr Pugsley,

As A home owner in Hull for the
past 3 years I strongly oppose the
construction of Runway 14/32 At Logan. My
wife And I purchased our home in Hull for
the the sole purpose of small town living
with the soothing sounds of the sea And
All the maritime noises that it brings
example. Seagulls, tides And the fog horns 283.1
At Boston Light NOT frequent, low flying
Airplanes. I wish I had A dollar for every
time my family And I were Awakened by these
noisy machines this winter. Thats with our
storm windows down so you can just imagine
what the noise level is during the beach season
This is where we chose to raise our family.
Away from the noise pollution of city living.
And now we stand to lose this forever because
of the Almighty dollar. Please listen to All
the citizens who oppose this because we are
the ones who will suffer. Traffic will Always
be heavy At logan even if you built 100 new
runways. You know it's true. Please do not
turn A deaf ear on us.

James McCaffery
James McCaffery

35 F. st Hull MA
02045

Letter 283
James McCaffery
Private Citizens: Hull

Code	Topic 1	Topic 2	Comment	Response
283.1	Noise	Impacts	Opposes Runway 14/32 because of noise, low flying planes.	The Supplemental DEIS/FEIR projects that the Preferred Alternative would promote runway use in a manner that is more consistent with annual PRAS goals, and Hull is affected by the use of Runway 33/32 arrivals. The total number of aircraft arriving to the northwest does increase with construction of the runway, but this is due to the PRAS goals more than any other factor. Since the Runway 33 arrivals that impact Hull approach primarily over water, and since Hull is further from the airport than those communities impacted by arrivals to Runway 15L/R, 4L/R, or 22L/R, the PRAS goals call for 42 percent of the equivalent arrivals to operate in this direction. Runway 33 arrivals accounted for approximately 27 percent of the equivalent arrivals in 1998, and since Logan Airport has a limited capacity in this direction, the northwest configuration has been underutilized as demand has increased over the years. Construction of the runway allows better achievement of the agreed-upon PRAS goals, but even with Runway 14/32, the equivalent arrivals in the Runway 33/32 direction never reach the goal of 42 percent under any fleet scenario or alternative. Operations in the vicinity of Hull increase with the Preferred Alternative primarily due to aircraft landing to the northwest, either on new Runway 32 or because of greater use of Runway 33L. However, the noise exposure levels resulting from these increased operations remains several decibels below 60 DNL as indicated by the specific point analysis at Site 26 in Tables 6.2-8, 6.2-9, 6.2-22, and E-1 of the Supplemental DEIS/FEIR. These levels are nearly 20 dB below the highest exposure in Winthrop and 15 dB below the exposure in parts of East Boston and Revere, which the new runway would help to improve.

LETTER 284

Kimberly Iris Mills
8 Beacon Road
Hull, Massachusetts 02045

April 17, 1999

Secretary of Environmental Affairs
Attention: MEPA Office
Mr. Arthur Pugsley-EOEA No. 10458
100 Cambridge Street 20th Floor
Boston, Massachusetts 02205

Dear Mr. Pugsley:

I am writing to you in response to the proposed runway at Logan Airport. I am for the expansion of Logan airport 100%; however, the effect of the runway to my neighborhood in Hull might negate any benefit. As I understand, the flight pattern would fly planes directly over the length of Hull. I believe this would lesson the quality of life in Hull by adding noise pollution. Hull already has at least 70,000 flights causing noise and air pollution. The proposed runway would add 50,000 mo appens not only would our quality of life suffer, but our property 1. 284.1 284.2

Already in Hull the schools ion. There is a flight
pattern that flies almost directly ove in attendance at Hull
High there were numerous times th . The additional runway
would direct flights directly over thr not acceptable and
neither is the new proposed runway.

Proponent

We are a small, quite, working community and I feel that the state is targeting Hull because we are in a lower social economic class then other towns. Please do not disrupt our peaceful town. 284.3

Sincerely,

Kimberly Iris Mills

Kimberly Iris Mills

Letter 284
Kimberly Iris Millis
Private Citizens: Hull

Code	Topic 1	Topic 2	Comment	Response
284.1	Noise	Impacts	I am for the expansion of Logan airport...however, the effect of the runway to my neighborhood in Hull might negate any benefit...planes [flying] directly over the length of Hull. I believe this would lessen the quality of life...by adding noise pollution.	Operations in the vicinity of Hull increase with the Preferred Alternative primarily due to aircraft landing to the northwest, either on new Runway 32 or because of greater use of Runway 33L. However, the noise exposure levels resulting from these increased operations remains several decibels below 60 DNL as indicated by the specific point analysis at Site 26 in Tables 6.2-8, 6.2-9, 6.2-22, and E-1 of the Supplemental DEIS/FEIR. These levels are nearly 20 dB below the highest exposure in Winthrop and 15 dB below the exposure in parts of East Boston and Revere, which the new runway would help to improve.
284.2	Alternatives	Runway 14/32	Hull already has at least 70,000 flights causing noise and air pollution. The proposed runway would add 50,000 more....	Refer to response to Comment 284.1.
284.3	Environmental Justice	Impacts	I feel that the state is targeting Hull because we are in a lower social economic class than other towns.	Refer to Section 6.8 of the Supplemental DEIS/FEIR for a discussion of the Environmental Justice analysis. Low-income and minority populations were defined in accordance with Federal Executive Order 12898, the U.S. DOT Final Order, and the Council on Environmental Quality's guidance on environmental justice. In addition, the analysis of low-income populations was expanded to include households at 150 percent of poverty level. This analysis found that there is no high and adverse disproportionate impact to low-income and minority populations caused by the Preferred Alternative.

LETTER 285

WILLIAM M. REID
Post Office Box 877 - Allerton Station
Hull, Massachusetts 02045-0877
E-Mail: billjan@mediaone.net

(781) 925-0236

April 14, 1999

Secretary of Environmental Affairs
Attention: MEPA Office
Mr. Arthur Pugsley - EOEA No. 10458
100 Cambridge Street - 20th Floor
Boston, Massachusetts 02205

Gentlemen:

I write in opposition to the construction of Runway 14/32 at Logan Airport.

The proposed expansion of Logan follows from the conclusion that the Boston metropolitan area needs more space for increased air traffic. I have no basis for doubting the assumption. However, I think it makes no sense to burden the people who live in existing flight corridors with more noise and pollution. Instead, why not do what other cities faced with similar concerns have done?

New York has three major airports. Houston has three (note that Houston has taken advantage of the closed military airport at Ellington Field south of the city). Dallas has two (note that DFW is further away in time than Worcester), Chicago has two. Washington-Baltimore boasts three. So why don't we build a new regional airport like Denver? Or use Hanscom. Or why not make Worcester Airport an alternative destination by building an access route to it from the Mass Pike? 285.1

Runway 14/32's flight path will put aircraft directly over the Hull peninsula thereby exacerbating the already pervasive noise which makes routine conversation outdoors (and sometimes indoors as well) impossible. I believe we Hullonians suffer enough in support of Logan Airport as it is, so let's share the burden for expanding capacity for air travelers with other airports within the region or build a new airport. 285.2

Please don't build Runway 14/32 and degrade my life. Thank you.

Sincerely,

William M. Reid

William M. Reid

Letter 285

William M. Reid

Private Citizens: Hull

Code	Topic 1	Topic 2	Comment	Response
285.1	Regional Transportation	Regional Airports	...why don't we build a new regional airport like Denver? Or use Hanscom. Or why not make Worcester Airport an alternative destination by building an access route to it from the Mass Pike?	Because the development of a second major airport would require ten to 15 years for site selection and environmental review, in addition to a multi-year construction period, this option is not viewed as a solution to accommodating forecast demand over the next 20 years. Hanscom Field's potential service area overlaps with the service areas for several airports that already have the necessary infrastructure for commercial service. These airports are the Hanscom Field, T.F. Green/Providence, and Worcester Regional, all which have had or are undergoing major improvements to their terminal buildings, other landside facilities and airfields. The Airside Project Draft EIS/EIR and the Supplemental DEIS/FEIR, specifically considered the role of Hanscom Field in the analysis of regional alternatives. Hanscom Field, which serves as a general aviation reliever airport to Logan Airport, already accommodates a significant number of aircraft operations (183,000 operations in 1998). The Hanscom Field activity includes private, business, charter, and air taxi operations that might otherwise use Logan Airport. Since the Airside Project Draft EIS/EIR was filed, Shuttle America, a newly founded airline, began commercial scheduled operations at Hanscom Field, offering limited turboprop services to short-haul regional markets – Trenton, Buffalo, Hartford (discontinued), Wilmington, Delaware (discontinued), and Greensboro. Shuttle America is also conducting operations between Hanscom and New York LaGuardia Airport. While Massport supports commercial service at Hanscom Field consistent with its established limits (60 seat regulation), Massport believes that Hanscom Field will maintain its role as a major general aviation reliever, and that its geographic proximity to Logan, Worcester Regional and Manchester airports will prevent its development as a significant commercial airport. Additionally, commuter airlines serving Logan Airport are unlikely to move a significant number of flights from Logan Airport to Hanscom Field, since approximately 50 percent of passengers on Logan Airport's commuter flights connect to other Logan Airport flights and a significant number of passengers are travelling to Boston. However, any new commercial service initiatives proposed for Hanscom Field shall be reviewed for consistency with the *Hanscom GEIR* (HGEIR) and its Annual Updates, and shall be considered by the Hanscom Area Town Selectmen (HATS). Refer to Section 2.6 of the Supplemental DEIS/FEIR for a discussion of Hanscom Field. Massport supports improved access to the Worcester Regional Airport. Refer to Chapter 2 of the Supplemental DEIS/FEIR for the status of the Worcester Access Road project.

Code	Topic 1	Topic 2	Comment	Response
285.2	Noise	Impacts	Runway 14/32's flight path will...[exacerbate] already pervasive noise.	The Supplemental DEIS/FEIR projects that the Preferred Alternative would promote runway use in a manner that is more consistent with annual PRAS goals, and Hull is affected by the use of Runway 33/32 arrivals. The total number of aircraft arriving to the northwest does increase with construction of the runway, but this is due to the PRAS goals more than any other factor. Since the Runway 33 arrivals that impact Hull approach primarily over water, and since Hull is further from the airport than those communities impacted by arrivals to Runway 15L/R, 4L/R, or 22L/R, the PRAS goals call for 42 percent of the equivalent arrivals to operate in this direction. Runway 33 arrivals accounted for approximately 27 percent of the equivalent arrivals in 1998, and since Logan Airport has a limited capacity in this direction, the northwest configuration has been underutilized as demand has increased over the years. Construction of the runway allows better achievement of the agreed-upon PRAS goals, but even with Runway 14/32, the equivalent arrivals in the Runway 33/32 direction never reach the goal of 42 percent under any fleet scenario or alternative. Operations in the vicinity of Hull increase with the Preferred Alternative primarily due to aircraft landing to the northwest, either on new Runway 32 or because of greater use of Runway 33L. However, the noise exposure levels resulting from these increased operations remains several decibels below 60 DNL as indicated by the specific point analysis at Site 26 in Tables 6.2-8, 6.2-9, 6.2-22, and E-1 of the Supplemental DEIS/FEIR. These levels are nearly 20 dB below the highest exposure in Winthrop and 15 dB below the exposure in parts of East Boston and Revere, which the new runway would help to improve.

Letter 285: William M. Reid
Private Citizens: Hull

LETTER 286

Secretary of Environmental Affairs
Attention: MEPA Office
100 Cambridge Street 20Th Floor
Boston MA 02205

APRIL 16, 1999

Dear Mr. Pugsley:

I am writing in opposition of runway 14/32.

Living close to a major city has it's assets and liabilities. Logan Airport is both and recently has become more liability for the residents of Hull.

286.1 I do not mind planes flying overhead – up, up high in the sky. But they are getting lower, skimming rooftops... a slight exaggeration... but it sounds like it.

Massport claims it does not have control over planes that veer off flight paths or fly too low, therefore, the thought of more planes over Hull that no one seems to be able to control is very upsetting. If they cannot alleviate the present impact, how does Massport claim this new runway will not cause us more problems?

There are so many concerns such as the high percentage of 286.2
VOC - Volatile Organic Compounds, which we understand already surpass
state one-hour standards at times. The traffic impact is already
sending many travelers to Green even though we have some good 286.3
options with the water transit.

Massport claims this runway would be for smaller aircraft –
why not use other airports for that? Pease wants more business, 286.4
as it is. Spread the burden out rather than hitting the same
communities even harder.

I am not sure of the proper term, but I know there is a "beacon" at the Coast Guard station is Hull. It used to be at Castle Island. A pilot friend said that even moving 286 that to Peddocks could help alleviate part of the problem.

Massport admits it has problems with terminal space, ticketing, baggage handling. At some point, it would seem 286. there has to be a limit to how many passengers and planes Logan can handle. They should concentrate on how to provide quality services instead of building another runway which they call a short-term remedy. They should be planning how to decrease air traffic that they cannot handle, with peak pricing and routing to other airports. There's only so big they can get. I do not 286. believe they are planning well for future increases, atleast they have not communicated that.

I know Massport needs to deal with it's problems and it will be beneficial to everyone if it can do that without creating further problems while many of us are still trying to get some relief from present problems we think they can do more to alleviate.

Please, do not let them further damage the quality of life in Hull.

Sincerely,
Roberta Ridolfi
15 G Street
Hull MA 02045

Letter 286
Robert Ridolfi
Private Citizens: Hull

Code	Topic 1	Topic 2	Comment	Response
286.1	Alternatives	Runway 14/32	I am writing in opposition of runway 14/32. I do not mind planes flying overhead—up high...But they are getting lower...Massport claims it does not have control over planes that veer off flight paths or fly too low, therefore, the thought of more planes over Hull That no one seems to be able to control is very upsetting.	The goals of the Airside Project are to reduce delay, increase the airport's efficiency, and improve airfield safety in an environmentally responsible manner. The construction of unidirectional Runway 14/32 would prevent the significant drop in airfield capacity that now occurs during northwest wind conditions. The runway would not increase Logan Airport's normal operating capacity of approximately 120 operations per hour which is available nearly 80 percent of the year, but rather would allow this capacity to be maintained more consistently. The Supplemental DEIS/FEIR projects that the Preferred Alternative would promote runway use in a manner that is more consistent with annual PRAS goals, and Hull is affected by the use of Runway 33/32 arrivals. The total number of aircraft arriving to the northwest does increase with construction of the runway, but this is due to the PRAS goals more than any other factor. Since the Runway 33 arrivals that impact Hull approach primarily over water, and since Hull is further from the airport than those communities impacted by arrivals to Runway 15L/R, 4L/R, or 22L/R, the PRAS goals call for 42 percent of the equivalent arrivals to operate in this direction. Runway 33 arrivals accounted for approximately 27 percent of the equivalent arrivals in 1998, and since Logan Airport has a limited capacity in this direction, the northwest configuration has been underutilized as demand has increased over the years. Construction of the runway allows better achievement of the agreed-upon PRAS goals, but even with Runway 14/32, the equivalent arrivals in the Runway 33/32 direction never reach the goal of 42 percent under any fleet scenario or alternative. Operations in the vicinity of Hull increase with the Preferred Alternative primarily due to aircraft landing to the northwest, either on new Runway 32 or because of greater use of Runway 33L. However, the noise exposure levels resulting from these increased operations remains several decibels below 60 DNL as indicated by the specific point analysis at Site 26 in Tables 6.2-8, 6.2-9, 6.2-22, and E-1 of the Supplemental DEIS/FEIR. These levels are nearly 20 dB below the highest exposure in Winthrop and 15 dB below the exposure in parts of East Boston and Revere, which the new runway would help to improve.
286.2	Air Quality	NAAQS	...the high percentage of VOC - Volatile Organic Compounds... already surpass state one-hour standards at times.	There is no state or federal standard for VOCs for any averaging time.
286.3	Ground Transportation	Access to Logan	The traffic impact is already sending many travelers to Green even though we have some good options with the water transit.	Comment noted.

Code	Topic 1	Topic 2	Comment	Response
286.4	Regional Transportation	Regional Airports	...why not use other airports for [smaller aircraft]?	There are two categories of small plane activity at Logan Airport. One category is general aviation activity which consists of private, business, and air-taxi operations. Hanscom Field effectively serves as a general aviation reliever airport to Logan Airport, accommodating 183,000 general aviation operations compared to 32,000 general aviation operations at Logan Airport. The second category consists of scheduled commercial operations by regional airlines with non-jet, commuter aircraft In 1998, there were over 200,000 regional airline commuter operations at Logan Airport. However, Massport plays no role in the decisions of these private airlines and is prohibited by federal statutes to regulate the air service routes or service levels of the airlines. Regional airlines are unlikely to move a significant number of these flights to other airports, since these airlines are either owned by larger airlines or have marketing agreements with the larger airlines which allow regional airline passengers traveling to Logan Airport to connect to flights operated by the larger airlines. Approximately 50 percent of passengers on regional airline flights connect to other flights at Logan Airport.
286.5	Alternatives	Other Non-Construction Alternatives	...but I know there is a "beacon" at the Coast Guard Station in Hull. It used to be at Castle Island... even moving that to Peddocks could help alleviate part of the problem.	Unable to discern the commentors concern.
286.6	Alternatives	Runway 14/32	Massport...has problems with terminal space, ticketing, baggage handling...there has to be a limit to how many passengers and planes Logan can handle. They should concentrate on how to provide quality services instead of building another runway which they call a short-term remedy.	The Airside analysis evaluates delays related to inefficiencies of the airfield and does not include delays related to aircraft waiting to access gates or outmoded terminals and terminal facilities. Massport and individual airlines are currently undertaking redevelopment of the landside portion of the airport *(i.e.*, terminals, roadways, etc.). These projects are also required to undergo environmental review. For Terminal A, Delta Air Lines received environmental approval for its proposed terminal replacement project in late 1999. *Logan Airport's 1999 ESPR* (formerly GEIR) reports on cumulative impacts of Logan Airport's landside and airside operations.
286.7	Alternatives	Peak Period Pricing	[Massport] should be planning how to decrease air traffic that they cannot handle, with peak pricing and routing to other airports.	The Airside Project Draft EIS/EIR and the Supplemental DEIS/FEIR contain an analysis of PPP as a demand management alternative at Logan Airport. The analysis indicates that PPP is an effective option when airlines schedule beyond the normal hourly operating capacity of the airport, and provides an assessment of the extent of benefits form PPP under such circumstances. Additional analysis of PPP is set out in Section 4.5 of this Supplemental DEIS/FEIR. Massport advocates increased use of the regional airports and high-speed rail services, in addition to construction of Runway 14/32 and the other airside improvement projects at Logan Airport, as a comprehensive plan for ensuring an efficient and balanced regional transportation system. As the analysis in Chapter 2 of this Supplemental DEIS/FEIR indicates, these off-airport alternatives are expected to reduce aircraft traffic growth pressures at Logan Airport, but they will not eliminate airside delays at Logan Airport that occur because of a third operating runway during periods of northwest winds. The Preferred Alternative, which specifically addresses this deficiency, is necessary and provides clear benefits at current aircraft traffic levels. These benefits will only increase in the future, even as developments at the regional airports and high-speed rail to New York act to reduce the rate of future growth at Logan Airport.

16 Milford St. #3
Hull, MA 02045

April 8, 1999 LETTER 287

Dear Mr. Pugsley,

We are *opposed* to the runway expansion at Logan Airport. There are too many flights now without adding more. The noise level will be unbearable. 287.1

It's time to find an alternative site for additional flights. This would ease the disturbances now caused to the surrounding communities in the flight path. Let's explore reducing the number of flights rather than adding to the noise and air pollution. 287.2

Sincerely,

Russell

Letter 287
J.D. Russell
Private Citizens: Hull

Code	Topic 1	Topic 2	Comment	Response
287.1	Noise	Impacts	We are opposed to the runway expansion at Logan Airport. There are too many flights now without adding more.The noise level will be unbearable.	The Supplemental DEIS/FEIR projects that the Preferred Alternative would promote runway use in a manner that is more consistent with annual PRAS goals, and Hull is affected by the use of Runway 33/32 arrivals. The total number of aircraft arriving to the northwest does increase with construction of the runway, but this is due to the PRAS goals more than any other factor. Since the Runway 33 arrivals that impact Hull approach primarily over water, and since Hull is further from the airport than those communities impacted by arrivals to Runway 15L/R, 4L/R, or 22L/R, the PRAS goals call for 42 percent of the equivalent arrivals to operate in this direction. Runway 33 arrivals accounted for approximately 27 percent of the equivalent arrivals in 1998, and since Logan Airport has a limited capacity in this direction, the northwest configuration has been underutilized as demand has increased over the years. Construction of the runway allows better achievement of the agreed-upon PRAS goals, but even with Runway 14/32, the equivalent arrivals in the Runway 33/32 direction never reach the goal of 42 percent under any fleet scenario or alternative. Operations in the vicinity of Hull increase with the Preferred Alternative primarily due to aircraft landing to the northwest, either on new Runway 32 or because of greater use of Runway 33L. However, the noise exposure levels resulting from these increased operations remains several decibels below 60 DNL as indicated by the specific point analysis at Site 26 in Tables 6.2-8, 6.2-9, 6.2-22 and E-1 of the Supplemental DEIS/FEIR. These levels are nearly 20 dB below the highest exposure in Winthrop and 15 dB below the exposure in parts of East Boston and Revere, which the new runway would help to improve.
287.2	Regional Transportation	Regional Airports	It's time to find an alternative site for additional flights.	A second major airport is not a solution to the current delay and congestion problems at Logan Airport. The Proposed Project to reduce delay and enhance safety at Logan Airport must be implemented in the near term to address current and future operating conditions.

LETTER 288

7 Christine Rd.
Hull, MA 02045
April 9, 1999

Secretary of Environmental Affairs
ATT: MEPA Office
Mr. Arthur Pugsley-EOEA No.10458
100 Cambridge Street 20th Floor
Boston, MA 02205

Dear Sir:

The townspeople of Hull, especially those at the northern tip of Hull, have been bombarded with the sound of departing and arriving aircraft for more than 30 years. No amount of calls to the Massport complaint line has ever made any kind of difference or change. 288.1

I feel that no matter how many letters you receive in protest of Runway 14/32, Massport will do whatever it feels like doing-but I am protesting and I am opposed to the expansion and building of Runway 14/32.

Cordially,

Anne M Rogers
Anne M. Rogers

LO

Co

28

Letter 288
Ann M. Rogers
Private Citizens: Hull

Code	Topic 1	Topic 2	Comment	Response
288.1	Alternatives	Runway 14/32	The townspeople of Hull, especially those at the northern tip of Hull, have been bombarded with the sound of departing and arriving aircraft for more than 30 years…I am protesting and I am opposed to the expansion and building of Runway 14/32.	The Supplemental DEIS/FEIR projects that the Preferred Alternative would promote runway use in a manner that is more consistent with annual PRAS goals, and Hull is affected by the use of Runway 33/32 arrivals. The total number of aircraft arriving to the northwest does increase with construction of the runway, but this is due to the PRAS goals more than any other factor. Since the Runway 33 arrivals that impact Hull approach primarily over water, and since Hull is further from the airport than those communities impacted by arrivals to Runway 15L/R, 4L/R, or 22L/R, the PRAS goals call for 42 percent of the equivalent arrivals to operate in this direction. Runway 33 arrivals accounted for approximately 27 percent of the equivalent arrivals in 1998, and since Logan Airport has a limited capacity in this direction, the northwest configuration has been underutilized as demand has increased over the years. Construction of the runway allows better achievement of the agreed-upon PRAS goals, but even with Runway 14/32, the equivalent arrivals in the Runway 33/32 direction never reach the goal of 42 percent under any fleet scenario or alternative. Operations in the vicinity of Hull increase with the Preferred Alternative primarily due to aircraft landing to the northwest, either on new Runway 32 or because of greater use of Runway 33L. However, the noise exposure levels resulting from these increased operations remains several decibels below 60 DNL as indicated by the specific point analysis at Site 26 in Tables 6.2-8, 6.2-9, 6.2-22, and E-1 of the Supplemental DEIS/FEIR. These levels are nearly 20 dB below the highest exposure in Winthrop and 15 dB below the exposure in parts of East Boston and Revere, which the new runway would help to improve.

Lisa J. Scannell
24 Channel Street
Hull, MA 02045

LETTER 289

April 20, 1999

Secretary of Environmental Affairs
Attention: MEPA Office
Mr. Arthur Pugsley – EOEA No. 10458
100 Cambridge Street 20th floor
Boston, MA 02205

Re: **OPPOSED to Runway 14/32**

Dear Mr. Pugsley:

I am writing to express my strong opposition to Massport's proposed new runway, 14/32.
My concern is that the new runway will allow more flights into and out of Logan Airport.
As a resident of Hull, I already have too many airplanes flying over my house, beginning at 289.1
4:54 a.m. each day. Runway 14/32 will substantially increase the air traffic over my
neighborhood.

In addition to my own personal concerns, I have other reservations regarding any efforts 289.2
to increase capacity at Logan. One is the traffic on the ground. Getting to and from Logan
can be a nightmare even with the new tunnel and increased water transportation. Traffic
on the Expressway gets backed up in both directions by cars trying to get to the airport.
This has a negative impact on the air quality in Boston. I would be interested to compare
the "lost productivity" of all those who get stuck in Logan-related traffic jams to 289.3
Massport's lost productivity calculations resulting from delayed flights. Adding more
airport traffic will only make the current situation worse.

As a frequent user of Logan Airport, I applaud efforts to make the operation more 289.4
efficient. However, increased air traffic will mean longer waits at ticket counters, baggage
carrousels, and taxi lines. I would rather see Massport continue to pursue alternatives to
Logan such as Worcester and, possibly, Hanscom. 289.5

Please consider the negative impact that Runway 14/32 will have in terms of noise and air pollution for all of the surrounding communities. Thank you.

Sincerely,

Lisa J. Scannell

Letter 289
Lisa J. Scannell
Private Citizens: Hull

Code	Topic 1	Topic 2	Comment	Response
289.1	Alternatives	Runway 14/32	I am writing to express my strong opposition to Massport's proposed new runway, 14/32...the new runway will allow more flights into and out of Logan Airport...I already have too many airplanes flying over my house, beginning at 4:54 a.m. each day.	The Supplemental DEIS/FEIR projects that the Preferred Alternative would promote runway use in a manner that is more consistent with annual PRAS goals, and Hull is affected by the use of Runway 33/32 arrivals. The total number of aircraft arriving to the northwest does increase with construction of the runway, but this is due to the PRAS goals more than any other factor. Since the Runway 33 arrivals that impact Hull approach primarily over water, and since Hull is further from the airport than those communities impacted by arrivals to Runway 15L/R, 4L/R, or 22L/R, the PRAS goals call for 42 percent of the equivalent arrivals to operate in this direction. Runway 33 arrivals accounted for approximately 27 percent of the equivalent arrivals in 1998, and since Logan Airport has a limited capacity in this direction, the northwest configuration has been underutilized as demand has increased over the years. Construction of the runway allows better achievement of the agreed-upon PRAS goals, but even with Runway 14/32, the equivalent arrivals in the Runway 33/32 direction never reach the goal of 42 percent under any fleet scenario or alternative. Operations in the vicinity of Hull increase with the Preferred Alternative primarily due to aircraft landing to the northwest, either on new Runway 32 or because of greater use of Runway 33L. However, the noise exposure levels resulting from these increased operations remains several decibels below 60 DNL as indicated by the specific point analysis at Site 26 in Tables 6.2-8, 6.2-9, 6.2-22, and E-1 of the Supplemental DEIS/FEIR. These levels are nearly 20 dB below the highest exposure in Winthrop and 15 dB below the exposure in parts of East Boston and Revere, which the new runway would help to improve.
289.2	Ground Transportation	Access to Logan	...I have other reservations regarding any efforts to increase capacity at Logan. One is the traffic on the ground. Getting to and from Logan can be a nightmare even with the new tunnel and increased water transportation.	The Preferred Alternative, and specifically unidirectional Runway 14/32, would not increase Logan Airport's normal airfield capacity of approximately 120 operations per hour. This capacity is available at Logan Airport approximately 80 percent of the time. Runway 14/32 would allow Logan Airport to maintain this capacity during periods of strong northwest winds that now require controllers to operate on only one or two runways, compared to the typical three-runway configurations used at Logan Airport. The runway will not increase Logan Airport's normal operating capacity, nor will it encourage or induce an increase in aircraft operations.
289.3	Ground Transportation	Access to Logan	...[Traffic to Logan] has a negative impact on the air quality in Boston.	Refer to response to Comment 289.2.

Code	Topic 1	Topic 2	Comment	Response
289.4	Alternatives	Runway 14/32	As a frequent user of Logan Airport, I applaud efforts to make the operation more efficient...increased air traffic will mean longer waits at ticket counters, baggage carrousels and taxi lines.	The Preferred Alternative, and specifically unidirectional Runway 14/32, would not increase Logan Airport's normal airfield capacity of approximately 120 operations per hour. This capacity is available at Logan Airport approximately 80 percent of the time. Runway 14/32 would allow Logan Airport to maintain this capacity during periods of strong northwest winds that now require controllers to operate on only one or two runways, compared to the typical three-runway configurations used at Logan Airport. The runway will not increase Logan Airport's normal operating capacity, nor will it encourage or induce an increase in aircraft operations.
289.5	Regional Transportation	Regional Airports	I would rather see Massport continue to pursue alternatives to Logan such as Worcester and, possibly, Hanscom.	Chapter 2 of the Supplemental DEIS/FEIR provides a discussion of the specific role played by the regional transportation alternatives and steps that Massport has taken to foster use of these alternatives. Massport has long recognized and has been a proponent of options to Logan Airport. Together with the regional airports, Massport has implemented a regional strategy to enhance the use of options to Logan Airport. In the Draft EIS/EIR, Massport identified up to 7.3 million annual passengers that could be absorbed by regional alternatives that include use of T.F. Green/Providence, Manchester and Worcester Regional airports, as well as the new high-speed rail to New York. In the Supplemental DEIS/FEIR, Massport recognizes that these developments will slow Logan Airport's passenger traffic growth. Logan Airport may not achieve the 37.5 million passenger forecasts until after 2010, but rather closer to 2015, and the 45 million passenger forecasts may not be achieved until after 2020. While regional alternatives can play an important role in reducing the rate of future traffic growth at Logan Airport, they do not address Logan Airport's inability to efficiently accommodate current levels of demand during northwest wind conditions. Runway 14/32, which is designed to correct the problem with Logan Airport's layout, is necessary to correct this deficiency and provides clear benefits at current aircraft traffic levels. These benefits will only increase in the future, even as developments at the regional airports act to reduce the rate of future growth at Logan Airport.

LETTER 290

Arthur Puglsey
Secretary of Environmental Affairs
100 Cambridge Street , 20th Floor
Boston, MA 02205

Franklyn and Barbara Schafer
28 Standish Avenue
P.O. Box 502
Hull, MA 02045

21 April 1999

Dear Mr. Pugsley:

We wish to register our opposition to proposed runway 14/32.

The noise level over our home, at this time, is already unbearable. We do not want it to be increased. 290.1

We seriously question the validity of an additional runway and feel the present advertising campaign being circulated, by those in favor, is very misleading with regard to the facts.

Sincerely,

Barbara Schafer

Franklyn and Barbara Schafer

Letter 290
Franklyn and Barbara Schafer
Private Citizens: Hull

Code	Topic 1	Topic 2	Comment	Response
290.1	Alternatives	Runway 14/32	We wish to register our opposition to proposed runway 14/32. The noise level over our home, at this time, is already unbearable. We do not want it to be increased.	The Supplemental DEIS/FEIR projects that the Preferred Alternative would promote runway use in a manner that is more consistent with annual PRAS goals, and Hull is affected by the use of Runway 33/32 arrivals. The total number of aircraft arriving to the northwest does increase with construction of the runway, but this is due to the PRAS goals more than any other factor. Since the Runway 33 arrivals that impact Hull approach primarily over water, and since Hull is further from the airport than those communities impacted by arrivals to Runway 15L/R, 4L/R, or 22L/R, the PRAS goals call for 42 percent of the equivalent arrivals to operate in this direction. Runway 33 arrivals accounted for approximately 27 percent of the equivalent arrivals in 1998, and since Logan Airport has a limited capacity in this direction, the northwest configuration has been underutilized as demand has increased over the years. Construction of the runway allows better achievement of the agreed-upon PRAS goals, but even with Runway 14/32, the equivalent arrivals in the Runway 33/32 direction never reach the goal of 42 percent under any fleet scenario or alternative. Operations in the vicinity of Hull increase with the Preferred Alternative primarily due to aircraft landing to the northwest, either on new Runway 32 or because of greater use of Runway 33L. However, the noise exposure levels resulting from these increased operations remains several decibels below 60 DNL as indicated by the specific point analysis at Site 26 in Tables 6.2-8, 6.2-9, 6.2-22, and E-1 of the Supplemental DEIS/FEIR. These levels are nearly 20 dB below the highest exposure in Winthrop and 15 dB below the exposure in parts of East Boston and Revere, which the new runway would help to improve.

SEAN SHANAHAN
30 HIGHLAND AV
HULL, MA 020

LETTER 291

DEAR SIR,

291.1
I AM WRITING TO VOICE MY OPPOSITION TO THE EXPANSION OF LOGAN AIRPORT, IN THIS CASE RUNWAY 14/32, DUE TO THE
INCREASE IN NOISE, TRAFFIC, POLLUTION, AND 291.2 291.3
THE DETRIMENTAL EFFECTS OF THESE UPON THE 291.4
BOSTON AND SURROUNDING COMMUNITIES QUALITIES OF LIFE.

I ATTENDED THE ANTI-RUNWAY RALLY AT THE STATE HOUSE ON MONDAY AND WAS HEARTENED BY THE UNITY SHOWN BY THE VARIOUS NEIGHBORHOODS AND THEIR ELECTED OFFICIALS. PLEASE JOIN US IN THE SEARCH FOR A MORE SUITABLE ALTERNATIVE (THINK REGIONAL) TO RUNWAY 14/32.

YOURS TRULY,

Sean E. Shanahan

Letter 291
Sean Shanahan
Private Citizens: Hull

Code	Topic 1	Topic 2	Comment	Response
291.1	Noise	Impacts	I am writing to voice my opposition to...Runway 14/32, due to the increase in noise...	The Supplemental DEIS/FEIR projects that the Preferred Alternative would promote runway use in a manner that is more consistent with annual PRAS goals, and Hull is affected by the use of Runway 33/32 arrivals. The total number of aircraft arriving to the northwest does increase with construction of the runway, but this is due to the PRAS goals more than any other factor. Since the Runway 33 arrivals that impact Hull approach primarily over water, and since Hull is further from the airport than those communities impacted by arrivals to Runway 15L/R, 4L/R, or 22L/R, the PRAS goals call for 42 percent of the equivalent arrivals to operate in this direction. Runway 33 arrivals accounted for approximately 27 percent of the equivalent arrivals in 1998, and since Logan Airport has a limited capacity in this direction, the northwest configuration has been underutilized as demand has increased over the years. Construction of the runway allows better achievement of the agreed-upon PRAS goals, but even with Runway 14/32, the equivalent arrivals in the Runway 33/32 direction never reach the goal of 42 percent under any fleet scenario or alternative. Operations in the vicinity of Hull increase with the Preferred Alternative primarily due to aircraft landing to the northwest, either on new Runway 32 or because of greater use of Runway 33L. However, the noise exposure levels resulting from these increased operations remains several decibels below 60 DNL as indicated by the specific point analysis at Site 26 in Tables 6.2-8, 6.2-9, 6.2-22, and E-1 of the Supplemental DEIS/FEIR. These levels are nearly 20 dB below the highest exposure in Winthrop and 15 dB below the exposure in parts of East Boston and Revere, which the new runway would help to improve.
291.2	Ground Transportation	Access to Logan	I am writing to voice my opposition to...Runway 14/32, due to the increase in traffic...	The Preferred Alternative, and specifically unidirectional Runway 14/32, would not increase Logan Airport's normal airfield capacity of approximately 120 operations per hour. This capacity is available at Logan Airport approximately 80 percent of the time. Runway 14/32 would allow Logan Airport to maintain this capacity during periods of strong northwest winds that now require controllers to operate on only one or two runways, compared to the typical three-runway configurations used at Logan Airport. The runway will not increase Logan Airport's normal operating capacity, nor will it encourage or induce an increase in aircraft operations.
291.3	Air Quality	Impacts	I am writing to voice my opposition to...Runway 14/32, due to the increase in pollution...	The growth in emissions over time will occur with or without the Airside Project. However, the Preferred Alternative presents a significant decrease in emissions compared to the No Action Alternative. Dispersion modeling shows no violation of the NAAQS.

Code	Topic 1	Topic 2	Comment	Response
291.4	General Opposition		I am writng to voice my opposition to...Runway 14/32 due to the... detrimental effects [the increase in noise, traffic, and pollution will have] upon the Boston and surrounding communities qualities of life.	The Airside Project Draft EIS/EIR and the Supplemental DEIS/FEIR analyze the environmental impacts of the Airside Project, consistent with established federal and state scoping directives. Appropriate mitigation associated with the Airside Project has also been established. Massport has programs in place to reduce the environmental impacts associated with Logan Airport as a whole. These initiatives are described in the *Logan Airport ESPR* and its updates.

Sperry Group
Marketing • Design • Production
43 Farina Road Hull, MA 02045
Voice/Fax: 781 925-9186 Mobile: 781 367-7939
email: sperryge@mediaone.net

LETTER 292

Secretary of Environmental Affairs
Attn: MEPA Office
Mr. Arthur Pugsley - EOEA No. 10458
100 Cambridge St.
20th Floor
Boston, MA 02205

Dear Mr. Pugsley:
I am strongly opposed to Massport's proposed runway, 14/32.
When I moved here from Winthrop 10 years ago, the primary reason was to escape the constant noise from Logan.

Most Hull residents I have spoken to feel as I do. We have far more noise from the airport now, than we did just a few years ago, and it is already at a borderline intolerable level. I live and work here and it makes too many hours of my day unpleasant, unproductive and perhaps unhealthy. 292.1

I would suggest that you watch the videotape of the April 13 Hull Selectmen's meeting to get a full understanding of the issue as it affects Hull residents. If you do, you will see Massport's representative Ms. Betty Derosiers' attempt to talk her way around the direct questions of a very frustrated board of selectmen. She dodged questions about intended growth in flights. She said it was impossible to "cap" operations and could not consider changing the laws (policy's) that govern such caps. (How did they manage to do it in Washington D.C.?) 292.2 She said Massport had no control over the actual flight path of pilots using Logan. Most frustrating was the totally bogus charts Massport brought. The charts showed flight paths that missed Hull on both takeoff and landing, an obvious falsehood and actually an insult to our intelligence. 292.3 You will see Ms. Derosiers do a very bad job explaining away the faulty noise monitors put in place in Hull. 292.4

You will see an organization so determined to make this runway a reality that they are willing to ignore the 17 of 19 CARE communities who oppose the runway. 292.5 If your office made decisions based on arrogance, this case would be closed. The operational fact is that Hull is subject to noise levels that should motivate your office to block this runway.

Thank you for your concern for the envirionment in which we live.

Yours truly,

GERARD J. SPERRY

Letter 292
Gerard J. Sperry
Sperry Group
Private Citizens: Hull

Code	Topic 1	Topic 2	Comment	Response
292.1	Alternatives	Runway 14/32	I am strongly opposed to Massport's proposed runway, 14/32. We have far more noise from the airport now, than we did just a few years ago, and it is already at a borderline intolerable level.	The Supplemental DEIS/FEIR projects that the Preferred Alternative would promote runway use in a manner that is more consistent with annual PRAS goals, and Hull is affected by the use of Runway 33/32 arrivals. The total number of aircraft arriving to the northwest does increase with construction of the runway, but this is due to the PRAS goals more than any other factor. Since the Runway 33 arrivals that impact Hull approach primarily over water, and since Hull is further from the airport than those communities impacted by arrivals to Runway 15L/R, 4L/R, or 22L/R, the PRAS goals call for 42 percent of the equivalent arrivals to operate in this direction. Runway 33 arrivals accounted for approximately 27 percent of the equivalent arrivals in 1998, and since Logan Airport has a limited capacity in this direction, the northwest configuration has been underutilized as demand has increased over the years. Construction of the runway allows better achievement of the agreed-upon PRAS goals, but even with Runway 14/32, the equivalent arrivals in the Runway 33/32 direction never reach the goal of 42 percent under any fleet scenario or alternative. Operations in the vicinity of Hull increase with the Preferred Alternative primarily due to aircraft landing to the northwest, either on new Runway 32 or because of greater use of Runway 33L. However, the noise exposure levels resulting from these increased operations remains several decibels below 60 DNL as indicated by the specific point analysis at Site 26 in Tables 6.2-8, 6.2-9, 6.2-22, and E-1 of the Supplemental DEIS/FEIR. These levels are nearly 20 dB below the highest exposure in Winthrop and 15 dB below the exposure in parts of East Boston and Revere, which the new runway would help to improve.
292.2	Alternatives	Other Non-Construction Alternatives	Why is it not possible to cap growth in flights as was done in Washington, D.C.?	The Airside Project will not change Logan Airport's airfield capacity of approximately 120 aircraft operations per hour. Regarding caps on airport operations, federal constitutional provisions (preemption, commerce clauses, equal protection), federal aviation statutes and regulations, and contractual provisions related to covenants in connection with the Federal Airport Improvement Program grants which Massport receives, restrict Massport's ability to control the number of aircraft operations at Logan Airport. Massport has undertaken a comprehensive mitigation program, such as Logan Airport Noise Rules, for those areas that fall within its powers as proprietor of Logan Airport, which are not preempted under federal law.
292.3	Noise	Studies	Massport's charts incorrectly show flight paths that miss Hull on takeoff and landing.	Graphics have been updated, supplemented and corrected.
292.4	Noise	Runway Use	Noise monitors in Hull were faulty.	Massport disagrees.
292.5	Environmental Review Process	Public Process	Massport is ignoring 17 of the 19 CARE communities opposing the runway.	Comment noted.

LETTER 293

11 Crest Road
Hull, MA 02045

April 21, 1999

Secretary of Environmental Affairs
Attention: MEPA Office
Mr. Arthur Pugsley – EOEA No. 10458
100 Cambridge Street 20th floor
Boston, MA 02205

Re: **OPPOSED to Runway 14/32**

Dear Mr. Pugsley:

I am writing to express my strong opposition to Massport's proposed new runway, 14/32. 293.1
As a resident of Hull, I already have too many airplanes flying over my house. Runway
14/32 will substantially increase the air traffic over my neighborhood. This will increase
noise and air pollution for our entire town. 293.2

Please consider alternatives to Logan expansion such as improved access to Worcester
Airport and other regional airport solutions. 293.3

Thank you.

Sincerely,

E. Vincent Sullivan

Letter 293
E. Vincent Sullivan
Private Citizens: Hull

Code	Topic 1	Topic 2	Comment	Response
293.1	Alternatives	Runway 14/32	I am writing to express my strong opposition to Massport's proposed new runway, 14/32...I already have too many airplanes flying over my house.	The Supplemental DEIS/FEIR projects that the Preferred Alternative would promote runway use in a manner that is more consistent with annual PRAS goals, and Hull is affected by the use of Runway 33/32 arrivals. The total number of aircraft arriving to the northwest does increase with construction of the runway, but this is due to the PRAS goals more than any other factor. Since the Runway 33 arrivals that impact Hull approach primarily over water, and since Hull is further from the airport than those communities impacted by arrivals to Runway 15L/R, 4L/R, or 22L/R, the PRAS goals call for 42 percent of the equivalent arrivals to operate in this direction. Runway 33 arrivals accounted for approximately 27 percent of the equivalent arrivals in 1998, and since Logan Airport has a limited capacity in this direction, the northwest configuration has been underutilized as demand has increased over the years. Construction of the runway allows better achievement of the agreed-upon PRAS goals, but even with Runway 14/32, the equivalent arrivals in the Runway 33/32 direction never reach the goal of 42 percent under any fleet scenario or alternative. Operations in the vicinity of Hull increase with the Preferred Alternative primarily due to aircraft landing to the northwest, either on new Runway 32 or because of greater use of Runway 33L. However, the noise exposure levels resulting from these increased operations remains several decibels below 60 DNL as indicated by the specific point analysis at Site 26 in Tables 6.2-8, 6.2-9, 6.2-22, and E-1 of the Supplemental DEIS/FEIR. These levels are nearly 20 dB below the highest exposure in Winthrop and 15 dB below the exposure in parts of East Boston and Revere, which the new runway would help to improve.
293.2	Alternatives	Runway 14/32	Runway 14/32 will substantially increase the air traffic over my neighborhood. This will increase noise and air pollution for our entire town.	Refer to response to Comment 293.1.

Code	Topic 1	Topic 2	Comment	Response
293.3	Regional Transportation	Regional Airports	Please consider alternatives to Logan expansion such as improved access to Worcester Airport and other regional airport solutions.	Since 1995, Massport has worked closely with the City of Worcester to aggressively market the Worcester Regional Airport to airlines. Massport increased its involvement with Worcester Regional Airport by assuming operational responsibility of the airport on January 15, 2000. Since January 2000 Massport has attracted three new airlines to Worcester Regional Airport. Delta Connection began serving Worcester Regional Airport with two daily nonstop roundtrip flights on regional jet aircraft to Atlanta on February 1, 2000 and will be increasing its service to three daily flights in April 2001. On July 6, 2000, American Eagle began service to New York JFK Airport with three daily nonstop roundtrip flights on turboprop aircraft. In February 2001, PanAm began daily scheduled service from Worcester to Orlando International Airport. Massport is in ongoing discussions with other carriers regarding potential new services at Worcester Regional Airport. In addition to the Worcester Regional Airport, Massport has pursued a variety of initiatives to promote the use of other regional airports and travel modes with the goal of relieving traffic growth pressures at Logan Airport. For example, in November 1999, Massport and Governor Cellucci co-sponsored a Regional Transportation Summit of the New England Governors and transportation officials. The Summit focused on joint marketing among the New England commercial service airports and the joint promotion of rail and road initiatives that will foster an efficient and balanced regional transportation system. A second summit was held in Rhode Island in December 2000. Refer to Chapter 2 of the Supplemental DEIS/FEIR for a comprehensive discussion of Massport's regional transportation planning initiatives. Massport disagrees that its record in diverting traffic to other airports is unsuccessful. Since 1996 eight out of ten new passengers in New England were directed to regional airports, which include T.F. Green/Providence, Worcester Regional, and Manchester airports. In 1999, Massport estimates that regional airports attracted 2.4 million passengers, that would have otherwise used Logan Airport. Massport advocates increased use of the regional airports and high-speed rail services, in addition to construction of Runway 14/32 and the other airside improvement projects at Logan Airport, as a comprehensive plan for ensuring an efficient and balanced regional transportation system. As the analysis in Chapter 2 of this Supplemental DEIS/FEIR indicates, these off-airport alternatives are expected to reduce aircraft traffic growth pressures at Logan Airport, but they will not eliminate airside delays at Logan Airport that occur because of a third operating runway during periods of northwest winds. The Preferred Alternative, which specifically addresses this deficiency, is necessary and provides clear benefits at current aircraft traffic levels. These benefits will only increase in the future, even as developments at the regional airports and high-speed rail to New York act to reduce the rate of future growth at Logan Airport.

2 Christine Road
Hull, MA 02045
April 1, 1999

Secretary of Environmental Affairs
Attn: MEPA Office
Mr. Arthur Pugsley – EOEA No. 10458
100 Cambridge St.
20th Floor
Boston, MA 02205

Dear Sir:

I wish to go on record as strongly opposing the expansion of Logan Airport with the addition of Runway 14/32 as proposed. 294.1

Currently, air traffic patterns route airliners directly over our neighborhood, instead of over the ocean as we understand was suggested by Massport in the past. The air traffic over our home on the Hull Peninsula is unbearable now without the additional burden such as the introduction of a new runway would bring. 294.2

Thank you for your attention to this matter.

Sincerely,

Geraldine M. Townsend

Geraldine M. Townsend
2 Christine Road
Hull, MA 02045.

Letter 294
Geraldine M. Townsend
Private Citizens: Hull

Code	Topic 1	Topic 2	Comment	Response
294.1	Alternatives	Runway 14/32	I wish to go on record as strongly opposing the expansion of Logan Airport with the addition of Runway 14/32 as proposed. Currently, air traffic patterns route airliners directly over our neighborhood, instead of over the ocean as we understand was suggested by Massport in the past.	Runway 14/32 would shift 75,000 flights over water, while reducing total number of nighttime flights. Additionally, by increasing the number of operations over water, Runway 14/32 reduces the total annual hours of dwell and persistence over populated areas.
294.2	Noise	Impacts	The air traffic over our home on the Hull Peninsula is unbearable now without the additional burden such as the introduction of a new runway would bring.	Refer to response to Comment 294.1.

LETTER 295

2 Christine Road
Hull, MA 02045
April 1, 1999

Secretary of Environmental Affairs
Attn: MEPA Office
Mr. Arthur Pugsley – EOEA No. 10458
100 Cambridge St.
20th Floor
Boston, MA 02205

Dear Sir:

I wish to go on record as strongly opposing the expansion of Logan Airport with the addition of Runway 14/32 as proposed. 295.1

Currently, air traffic patterns route airliners directly over our neighborhood, instead of over the ocean as we understand was suggested by Massport in the past. The air traffic over our home on the Hull Peninsula is unbearable now without the additional burden such as the introduction of a new runway would bring. 295.2

Thank you for your attention to this matter.

Sincerely,

William E. Townsend

William E. Townsend
2 Christine Road
Hull, MA 02045

Letter 295
William E. Townsend
Private Citizens: Hull

Code	Topic 1	Topic 2	Comment	Response
295.1	Alternatives	Runway 14/32	I wish to go on record as strongly opposing the expansion of Logan Airport with the addition of Runway 14/32 as proposed. Currently, air traffic patterns route airliners directly over our neighborhood, instead of over the ocean as we understand was suggested by Massport in the past.	Runway 14/32 would shift 75,000 flights over water, while reducing total number of nighttime flights. Additionally, by increasing the number of operations over water, Runway 14/32 reduces the total annual hours of dwell and persistence over populated areas.
295.2	Noise	Impacts	The air traffic over our home on the Hull Peninsula is unbearable now without the additional burden such as the introduction of a new runway would bring.	The Supplemental DEIS/FEIR projects that the Preferred Alternative would promote runway use in a manner that is more consistent with annual PRAS goals, and Hull is affected by the use of Runway 33/32 arrivals. The total number of aircraft arriving to the northwest does increase with construction of the runway, but this is due to the PRAS goals more than any other factor. Since the Runway 33 arrivals that impact Hull approach primarily over water, and since Hull is further from the airport than those communities impacted by arrivals to Runway 15L/R, 4L/R, or 22L/R, the PRAS goals call for 42 percent of the equivalent arrivals to operate in this direction. Runway 33 arrivals accounted for approximately 27 percent of the equivalent arrivals in 1998, and since Logan Airport has a limited capacity in this direction, the northwest configuration has been underutilized as demand has increased over the years. Construction of the runway allows better achievement of the agreed-upon PRAS goals, but even with Runway 14/32, the equivalent arrivals in the Runway 33/32 direction never reach the goal of 42 percent under any fleet scenario or alternative. Operations in the vicinity of Hull increase with the Preferred Alternative primarily due to aircraft landing to the northwest, either on new Runway 32 or because of greater use of Runway 33L. However, the noise exposure levels resulting from these increased operations remains several decibels below 60 DNL as indicated by the specific point analysis at Site 26 in Tables 6.2-8, 6.2-9, 6.2-22, and E-1 of the Supplemental DEIS/FEIR. These levels are nearly 20 dB below the highest exposure in Winthrop and 15 dB below the exposure in parts of East Boston and Revere, which the new runway would help to improve.

LETTER 296

Dear Sir

I am "Opposed to Runway 14/32" 296.1
On some days for hours on end
(like 12) Planes go over my
house every 60 to 90 Seconds

William A Weiser
2 Main St
Hull MA 02045

Letter 296
William A. Weiser
Private Citizens: Hull

Code	Topic 1	Topic 2	Comment	Response
296.1	Alternatives	Runway 14/32	I am "opposed to Runway 14/32". On some days for hours on end (like 12) planes go over my house every 60 to 90 seconds.	The Supplemental DEIS/FEIR projects that the Preferred Alternative would promote runway use in a manner that is more consistent with annual PRAS goals, and Hull is affected by the use of Runway 33/32 arrivals. The total number of aircraft arriving to the northwest does increase with construction of the runway, but this is due to the PRAS goals more than any other factor. Since the Runway 33 arrivals that impact Hull approach primarily over water, and since Hull is further from the airport than those communities impacted by arrivals to Runway 15L/R, 4L/R, or 22L/R, the PRAS goals call for 42 percent of the equivalent arrivals to operate in this direction. Runway 33 arrivals accounted for approximately 27 percent of the equivalent arrivals in 1998, and since Logan Airport has a limited capacity in this direction, the northwest configuration has been underutilized as demand has increased over the years. Construction of the runway allows better achievement of the agreed-upon PRAS goals, but even with Runway 14/32, the equivalent arrivals in the Runway 33/32 direction never reach the goal of 42 percent under any fleet scenario or alternative. Operations in the vicinity of Hull increase with the Preferred Alternative primarily due to aircraft landing to the northwest, either on new Runway 32 or because of greater use of Runway 33L. However, the noise exposure levels resulting from these increased operations remains several decibels below 60 DNL as indicated by the specific point analysis at Site 26 in Tables 6.2-8, 6.2-9, 6.2-22, and E-1 of the Supplemental DEIS/FEIR. These levels are nearly 20 dB below the highest exposure in Winthrop and 15 dB below the exposure in parts of East Boston and Revere, which the new runway would help to improve.

LETTER 297

Robert M. Carney
Wanda C. Willard
45 Farina Road
Hull, MA 02045

April 20, 1999

Secretary of Environmental Affairs
Attention: MEPA Office
Mr. Arthur Pugsley - EOEA No. 10458
100 Cambridge Street, 20th Floor
Boston, MA 02205

Re: Proposed Runway 14/32

Dear Mr. Pugsley:

We are writing to express our strong opposition to proposed Runway 14/32 at Logan Airport. As residents of Hull, we are somewhat accustomed to aircraft traffic and its associated noise. However, the recent proposal to add a runway 14/32 to Logan and increase the air traffic over our community and other communities will clearly have a substantial adverse impact on the citizens of the affected communities including the diminished quality of life and the diminution of property values. We are not alone in our concern. All of our friends and neighbors have felt the effects from the aircraft noise. 297.1

Depending on weather conditions and on certain days, there is a seemingly unending parade of aircraft over the Hull Village area of town where we live. Although the hours for such flights were to be limited to "waking" hours, we have been awakened after 11:00 p.m. and before 6:00 a.m. countless times. In fact, we have taken to sleeping with a fan on in our bedroom to mask the sound of planes. On Sunday afternoons in particular, the aircraft noise often prevents the use of our deck and the enjoyment of our yard due to the frequent and repeated roar and whine of airplanes approaching and departing Logan. To give you some perspective, most large commercial aircraft are low enough for us to clearly see the aircraft landing gear being deployed or retracted. We would agree to have noise measuring instruments in or on our home so the real effect could be recorded for analysis.

As you can imagine, this barrage of noise is extremely disruptive. The proposed runway will more than double the number of flights over our home and surrounding neighborhoods and communities. The effect of this traffic will turn our home, our town and the affected communities into a noise ridden string of flight paths. We ask you to imagine sports fields where childrens' soccer games are interrupted because a referee's whistle can't be heard over the din of planes, or a day at the beach punctuated not by waves crashing or the cry of sea gulls but by an endless roar of a line of aircraft across the horizon. Please consider this community and other similarly situated communities in performing the MEPA review process. 297.2

Apart from our personal feelings and the personal effects described above, we are equally concerned about the approval process Massport has embarked on. Massport has sought to abrogate its agreements with affected communities and to overturn a court order to undertake what appears to be a flawed and short-sighted plan of disruptive expansion. 297.3 There have been very few real opportunities to be heard on a local and/or a regional level. Information disseminated by Massport has been short on objective analysis and/or inconsistent with recognized methodologies. 297.4

What's even more shocking about this approach is that it is supported to large extent by public funds.

We and our neighbors recognize that Boston, as a major city and a tourist and business destination,
requires a strong transportation infrastructure. However, studies have shown that the projected
increase in air traffic will outstrip Logan's capacity in the relatively near future and that the 297.5
proposed new runway is a costly -- on both fiscal and societal levels -- and poorly-devised plan.
Moreover, by increasing air traffic into Boston Massport runs the very real risk of diminishing the
value of the Boston area as a destination. Its harbor and historic neighborhoods will be materially
affected by the increase in flights and resulting noise. We work in Boston and frequently commute 297.6
on the Hingham commuter boat and find noise from the aircraft to be a tremendous distraction to
the beauty of Boston and the Harbor Islands. Increased noise and pollution will diminish Boston's
lure as a tourist or convention location if its downtown hotels and tourist attractions are plagued by
noise. As frequent travelers, we find that most major U.S. cities have at least two significant
commercial airports in the near vicinity, one of which is located outside of the congestion of the
city. It strikes us that Hanscom Airport, with its almost immediate accessibility to Route 128 and 297.7
other major arteries, could serve this role and should be reviewed.

We urge you to reconsider the expansion of Logan and consider our community and other Boston area communities. We do not make this appeal as a NIMBY argument. Rather, we ask that the very real costs and effects of increased air traffic into and out of the Boston area be measured and evaluated before the decision is made, and that such costs and effects be justly apportioned throughout the metropolitan Boston region and not simply on Boston's neighborhoods and the surrounding towns and communities.

Sincerely yours,

Robert M. Carney and Wanda C. Willard

Letter 297
Robert M. Carney and Wanda C. Willard
Private Citizens: Hull

Code	Topic 1	Topic 2	Comment	Response
297.1	Alternatives	Runway 14/32	We are writing to express our strong opposition to proposed Runway 14/32 at Logan Airport…the recent proposal to add a runway 14/32 to Logan and increase the air traffic…will clearly …[diminish] quality of life and…property values	The Supplemental DEIS/FEIR projects that the Preferred Alternative would promote runway use in a manner that is more consistent with annual PRAS goals, and Hull is affected by the use of Runway 33/32 arrivals. The total number of aircraft arriving to the northwest does increase with construction of the runway, but this is due to the PRAS goals more than any other factor. Since the Runway 33 arrivals that impact Hull approach primarily over water, and since Hull is further from the airport than those communities impacted by arrivals to Runway 15L/R, 4L/R, or 22L/R, the PRAS goals call for 42 percent of the equivalent arrivals to operate in this direction. Runway 33 arrivals accounted for approximately 27 percent of the equivalent arrivals in 1998, and since Logan Airport has a limited capacity in this direction, the northwest configuration has been underutilized as demand has increased over the years. Construction of the runway allows better achievement of the agreed-upon PRAS goals, but even with Runway 14/32, the equivalent arrivals in the Runway 33/32 direction never reach the goal of 42 percent under any fleet scenario or alternative. Operations in the vicinity of Hull increase with the Preferred Alternative primarily due to aircraft landing to the northwest, either on new Runway 32 or because of greater use of Runway 33L. However, the noise exposure levels resulting from these increased operations remains several decibels below 60 DNL as indicated by the specific point analysis at Site 26 in Tables 6.2-8, 6.2-9, 6.2-22, and E-1 of the Supplemental DEIS/FEIR. These levels are nearly 20 dB below the highest exposure in Winthrop and 15 dB below the exposure in parts of East Boston and Revere, which the new runway would help to improve.
297.2	Alternatives	Runway 14/32	…we are… concerned about the approval process Massport has embarked on. Massport has sought to abrogate its agreements with affected communities and to overturn a court order to undertake…a flawed and short-sighted plan of disruptive expansion.	In January 2000, in response to the FAA's review of the Draft EIS, the FAA called for preparation of a Supplemental Draft EIS to address specific issues identified by the FAA following input from a SDEIS Panel consisting of six persons. At the FAA's direction, three SDEIS Panel members were appointed by the Governor of the Commonwealth of Massachusetts and three were appointed by the Mayor of the City of Boston. Under the direction of the New England Region FAA, the SDEIS Panel convened in March of 2000 and then met at least monthly with a final meeting in December of 2000. A total of 12 meetings were held. To provide the appropriate background, the SDEIS Panel was presented with an Interim Supplemental Draft EIS, the Draft EIS/EIR, answers to key letters written by members of the public, concerned agencies and public officials responding to the Draft EIS/EIR, and a series of 15 visual and written presentations from the Project's technical consulting team and other independent industry experts. The Secretary of Environmental Affairs found that "…the Draft Environmental Impact Report (DEIR) submitted on this project adequately and properly complies with the Massachusetts Environmental Policy Act…". Refer to the Certificate of the Secretary of Environmental Affairs on the DEIR, dated May 7, 1999.

Code	Topic 1	Topic 2	Comment	Response
297.3	Environmental Review Process	Public Process	There have been very few real opportunities to be heard on a local and/or a regional level.	There was an extensive public participation and review process during the preparation of the Draft EIS/EIR. Public comments were received on the ENF after it was filed during the summer of 1995. In the fall of 1995, several public scoping sessions were held to provide community input to the subsequent state and federal scopes for the project. To assure that the Airside analysis was conducted with awareness and input from all concerned parties, the Massport Board established the Airside Review Committee (ARC), which consists of the Community Advisory Committee (with representatives from 24 communities surrounding Logan Airport), and 11 businesses and industry organizations. Massport also funded independent consultants for the CAC to provide them with the capacity to professionally assess the analysis and conclusions of the Airside Study. Between 1995 and 1999, Massport held 16 meetings with the ARC, an additional 15 meetings with just the CAC, and several meetings with the CAC consultants. In addition, Massport made 29 presentations to elected officials, most of whom represent Logan Airport's neighboring communities, and Massport held 45 meetings with community and business leaders, reaching an audience of more than 3,000 people. During the public comment period on the Draft EIS/EIR, the FAA held two public hearings. In January 2000, in response to the FAA's review of the Draft EIS, the FAA called for preparation of a Supplemental Draft EIS to address specific issues identified by the FAA followi input from a SDEIS Panel consisting of six persons. At th FAA's direction, three SDEIS Panel members were appoi by the Governor of the Commonwealth of Massachusetts three were appointed by the Mayor of the City of Boston. Under the direction of the New England Region FAA, the SDEIS Panel convened in March of 2000 and then met at least monthly with a final meeting in December of 2000. A total of 12 meetings were held. To provide the appropriate background, the SDEIS Panel was presented with an Interim Supplemental Draft EIS, the Draft EIS/EIR, answers to key letters written by members of the public, concerned agencies and public officials responding to the Draft EIS/EIR, and a series of 15 visual and written presentations from the Project's technical consulting team and other independent industry experts.

Code	Topic 1	Topic 2	Comment	Response
297.4	Environmental Review Process	Public Process	Information disseminated by Massport has been short on objective analysis and/or inconsistent with recognized methodologies.	The Secretary of Environmental Affairs found that "...the Draft Environmental Impact Report (DEIR) submitted on this project adequately and properly complies with the Massachusetts Environmental Policy Act...". Refer to the Certificate of the Secretary of Environmental Affairs on the DEIR, dated May 7, 1999. In January 2000, in response to the FAA's review of the Draft EIS, the FAA called for preparation of a Supplemental Draft EIS to address specific issues identified by the FAA following input from a SDEIS Panel consisting of six persons. At the FAA's direction, three SDEIS Panel members were appointed by the Governor of the Commonwealth of Massachusetts and three were appointed by the Mayor of the City of Boston. Under the direction of the New England Region FAA, the SDEIS Panel convened in March of 2000 and then met at least monthly with a final meeting in December of 2000. A total of 12 meetings were held. To provide the appropriate background, the SDEIS Panel was presented with an Interim Supplemental Draft EIS, the Draft EIS/EIR, answers to key letters written by members of the public, concerned agencies and public officials responding to the Draft EIS/EIR, and a series of 15 visual and written presentations from the Project's technical consulting team and other independent industry experts.
297.5	Alternatives	Runway 14/32	...studies have shown that the projected increase in air traffic will outstrip Logan's capacity in the relatively near future and that the proposed new runway is a costly--on both fiscal and societal levels--and poorly-devised plan.	Based on simulation modeling, Logan Airport experienced 120,000 hours of runway-related delays in 1998. If no actions are taken, runway-related delays are forecast to grow as high as 333,000 hours under a 37.5M High Fleet scenario. The Preferred Alternative produces immediate and long-term benefits by lowering runway delays by 38,000 hours if it had been in place in 1998, and by as much as 94,000 hours in the future 37.5M High Fleet scenario. Because of the impact of the regional alternatives, the 37.5M High Fleet scenario is not expected to be achieved until 2015. The sooner airside efficiencies are implemented; the more benefits will accrue over time. Section 4.6 of the Supplemental DEIS/FEIR shows that delay reduction benefits increase over time as traffic levels increase.
297.6	Open Space/ Parkland	Impacts	...by increasing air traffic into Boston Massport runs the very real risk of diminishing the value of the Boston area as a destination. Its harbor and historic neighborhoods will be materially affected by the increase in flights and resulting noise.	The Preferred Alternative, and specifically unidirectional Runway 14/32, would not increase Logan Airport's normal airfield capacity of approximately 120 operations per hour. This capacity is available at Logan Airport approximately 80 percent of the time. Runway 14/32 would allow Logan Airport to maintain this capacity during periods of strong northwest winds that now require controllers to operate on only one or two runways, compared to the typical three-runway configurations used at Logan Airport. The runway will not increase Logan Airport's normal operating capacity, nor will it encourage or induce an increase in aircraft operations.

Letter 297: Robert M. Carney and Wanda C. Willard
Private Citizens: Hull

Code	Topic 1	Topic 2	Comment	Response
297.4	Environmental Review Process	Public Process	Information disseminated by Massport has been short on objective analysis and/or inconsistent with recognized methodologies.	The Secretary of Environmental Affairs found that "...the Draft Environmental Impact Report (DEIR) submitted on this project adequately and properly complies with the Massachusetts Environmental Policy Act...". Refer to the Certificate of the Secretary of Environmental Affairs on the DEIR, dated May 7, 1999. In January 2000, in response to the FAA's review of the Draft EIS, the FAA called for preparation of a Supplemental Draft EIS to address specific issues identified by the FAA following input from a SDEIS Panel consisting of six persons. At the FAA's direction, three SDEIS Panel members were appointed by the Governor of the Commonwealth of Massachusetts and three were appointed by the Mayor of the City of Boston. Under the direction of the New England Region FAA, the SDEIS Panel convened in March of 2000 and then met at least monthly with a final meeting in December of 2000. A total of 12 meetings were held. To provide the appropriate background, the SDEIS Panel was presented with an Interim Supplemental Draft EIS, the Draft EIS/EIR, answers to key letters written by members of the public, concerned agencies and public officials responding to the Draft EIS/EIR, and a series of 15 visual and written presentations from the Project's technical consulting team and other independent industry experts.
297.5	Alternatives	Runway 14/32	...studies have shown that the projected increase in air traffic will outstrip Logan's capacity in the relatively near future and that the proposed new runway is a costly--on both fiscal and societal levels--and poorly-devised plan.	Based on simulation modeling, Logan Airport experienced 120,000 hours of runway-related delays in 1998. If no actions are taken, runway-related delays are forecast to grow as high as 333,000 hours under a 37.5M High Fleet scenario. The Preferred Alternative produces immediate and long-term benefits by lowering runway delays by 38,000 hours if it had been in place in 1998, and by as much as 94,000 hours in the future 37.5M High Fleet scenario. Because of the impact of the regional alternatives, the 37.5M High Fleet scenario is not expected to be achieved until 2015. The sooner airside efficiencies are implemented; the more benefits will accrue over time. Section 4.6 of the Supplemental DEIS/FEIR shows that delay reduction benefits increase over time as traffic levels increase.
297.6	Open Space/Parkland	Impacts	...by increasing air traffic into Boston Massport runs the very real risk of diminishing the value of the Boston area as a destination. Its harbor and historic neighborhoods will be materially affected by the increase in flights and resulting noise.	The Preferred Alternative, and specifically unidirectional Runway 14/32, would not increase Logan Airport's normal airfield capacity of approximately 120 operations per hour. This capacity is available at Logan Airport approximately 80 percent of the time. Runway 14/32 would allow Logan Airport to maintain this capacity during periods of strong northwest winds that now require controllers to operate on only one or two runways, compared to the typical three-runway configurations used at Logan Airport. The runway will not increase Logan Airport's normal operating capacity, nor will it encourage or induce an increase in aircraft operations.

Code	Topic 1	Topic 2	Comment	Response
297.7	Regional Transportation	Regional Airports	...Hanscom Airport, with its almost immediate accessibility to Route 128 and other major arteries, could serve this role [of alternate significant commercial airport in the vicinity] and should be reviewed.	The Airside Project Draft EIS/EIR and the Supplemental DEIS/FEIR, specifically considered the role of Hanscom Field in the analysis of regional alternatives. Hanscom Field, which serves as a general aviation reliever airport to Logan Airport, already accommodates a significant number of aircraft operations (183,000 operations in 1998). The Hanscom Field activity includes private, business, charter, and air taxi operations that might otherwise use Logan Airport. Since the Airside Project Draft EIS/EIR was filed, Shuttle America, a newly founded airline, began commercial scheduled operations at Hanscom Field, offering limited turboprop services to short-haul regional markets – Trenton, Buffalo, Hartford (discontinued), Wilmington, Delaware (discontinued), and Greensboro. Shuttle America is also conducting operations between Hanscom and New York LaGuardia Airport. While Massport supports commercial service at Hanscom Field consistent with its established limits (60 seat regulation), Massport believes that Hanscom Field will maintain its role as a major general aviation reliever, and that its geographic proximity to Logan, Worcester Regional and Manchester airports will prevent its development as a significant commercial airport. Additionally, commuter airlines serving Logan Airport are unlikely to move a significant number of flights from Logan Airport to Hanscom Field, since approximately 50 percent of passengers on Logan Airport's commuter flights connect to other Logan Airport flights and a significant number of passengers are travelling to Boston. However, any new commercial service initiatives proposed for Hanscom Field shall be reviewed for consistency with the *Hanscom GEIR* (HGEIR) and its Annual Updates, and shall be considered by the Hanscom Area Town Selectmen (HATS). Refer to Section 2.6 of the Supplemental DEIS/FEIR for a discussion of Hanscom Field.

Letter 297: Robert M. Carney and Wanda C. Willard
Private Citizens: Hull

Dear Mr Pugsley

LETTER 298

I am a long time resident of Hull and enough is enough!

It is Sunday 6:00 A.M. and the planes are flying low and loud, Polluting the air and the ears.

Instead of building a new runway, wouldn't it be more economically and environmentally sound to 1: have smaller planes pay higher fees during Peak hours to help ease airplane traffic and 2: have shuttle buses that are centrally located to take people to Green R.I. and Manchester N.H. airports. More and more people want to use these airports why not make it easier for people to do so?

298.1

298.2

Sincerely

Letter 298
Unknown Commentor (Illegible Signature)

Code	Topic 1	Topic 2	Comment	Response
298.1	Alternatives	Peak Period Pricing	Instead of building a new runway, wouldn't it be more economically and environmentally sound to have smaller planes pay higher fees during peak hours to help ease airplane traffic[?]	Section 4.5 of the Supplemental DEIS/FEIR provides an updated discussion of PPP at Logan Airport and an analysis of the implications of an illustrative conceptual small community exemption program. PPP was included among the Airside Project alternatives to address delays caused by over-scheduling. The potential impact of PPP on the fleet mix at Logan Airport is discussed in Section 4.5.2 of the Supplemental DEIS/FEIR. Section 4.5.3 of the Supplemental DEIS/FEIR provides an analysis of a PPP Exemption program.
298.2	Regional Transportation	Regional Airports	Instead of building a new runway, wouldn't it be more economically and environmentally sound to have shuttle buses that are centrally located to take people to Green RI and Manchester NH airports?	Logan Airport is part of a regional system of airports that includes T.F. Green/Providence, Worcester Regional and Manchester. Massport has long recognized that service development and increased passenger traffic at these airports are an important part of the region's long-term strategy to accommodate passenger and activity growth. Massport has actively encouraged the development of regional airports and full use of other options, including high-speed rail to Logan Airport's largest market, New York. Regional service was examined in Chapter 2 of the Airside Project Draft EIS/EIR and the Supplemental DEIS/FEIR. This analysis supports the conclusion greater use of the regional airports will provide passengers within the service area of such airports with a viable alternative to Logan Airport. Since demand within Logan Airport's primary service area will remain strong, the improvements at other regional airports will not eliminate the need for airside projects at Logan Airport.

LETTER 299

We would like to register our support for the construction of runways 14-32 at Logan International Airport.

In doing so we would like to state a few facts on the matter of the
airport. Reaction to headlines bearing misinformation or half-truths 299.1
about this construction project has pushed many political entities to
ignore a basic need of our International Airport. Our airport needs a
second runway when the winds favor the northwest. Flight safety
and delay reduction cry out for it.

Increased noise cannot possibly be used as an excuse. This
unidirectional runway is approached over water. This fact alone should 299.2
have residents enthused. Instead of having to stack up planes during
these wind conditions for landing on the single existing runway, the
tower will be able to space and land the same number of airplanes in
much less time. There are now delays which mean late evening arrivals 299.3
that would not have to happen.

We are natives of Boston and have seen many changes to our great city.
We understand that progress needs to be studied and evaluated. We
cannot see, however, how the construction of this runway can possibly be 299.4
labeled as a means of increasing the flow of traffic into Logan. The
facts are that our airport, streetside and airside are congested. There
is limited terminal space and the parking lots cannot handle more cars.

The purpose of this runway is simple. There is a demand during all wind conditions and it needs to be met. Please ignore the headlines and stick to the facts.

Please support this construction project.

Thank you,

Robert Strojny and Katherine Strojny

Robert and Katherine Strojny
40 Murphy Road
Hyannis, MA 02601

Letter 299
Robert and Katherine Strojny
Private Citizens: Hyannis

Code	Topic 1	Topic 2	Comment	Response
299.1	Alternatives	Runway 14/32	We would like to register our support for the construction of runways 14/32 at Logan International Airport. Our airport needs a second runway when the winds favor the northwest. Flight safety and delay reduction cry out for it.	Comment noted.
299.2	Noise	Impacts	Increased noise cannot possibly be used as an excuse. This unidirection runway is approached over water.	Comment noted.
299.3	Purpose and Need	Delay	Instead of having to stack up planes during these wind conditions for landing on the single existing runway, the tower will be able to space and land the same number of airplanes in much less time. There are now delays which mean late evening arrivals that would not have to happen.	Comment noted.
299.4	Alternatives	Runway 14/32	We cannot see...how the construction of this runway can possibly be labeled as a means of increasing the flow of traffic into Logan [since]...our airport, streetside and airside are congested. There is limited terminal space and the parking lots cannot handle more cars.	The Preferred Alternative, and specifically unidirectional Runway 14/32, would not increase Logan Airport's normal airfield capacity of approximately 120 operations per hour. This capacity is available at Logan Airport approximately 80 percent of the time. Runway 14/32 would allow Logan Airport to maintain this capacity during periods of strong northwest winds that now require controllers to operate on only one or two runways, compared to the typical three-runway configurations used at Logan Airport. The runway will not increase Logan Airport's normal operating capacity, nor will it encourage or induce an increase in aircraft operations.

LETTER 300

April 20, 1999

MEPA
100 Cambridge Street, 20th Floor
Boston MA 02202

Dear Arthur Pugsley:

Please include the following letter as written testimony AGAINST the Logan Airport Runway Extension.

I purchased property and moved to Jamaica Plain last November. The purchase was preceded by careful research to choose a home that would afford a high quality of life. I thought I had checked out everything necessary to support this quality of life.

Within ONE HOUR of moving to this property, I was devastated. The sound of airplanes was deafening. Planes begin flying at 6 AM EVERY DAY OF THE WEEK. This noise severely impacts our home. The ongoing damage to hearing and nervous systems is causing serious medical problems. 300.1

I invite anyone to come to my home at 6 AM any day of the week and listen to the thunderous sound at the rate of one plane avery 60 seconds.

The Runway extension is shortsighted. The only real solution is a new airport. In lieu of this, all citizens of MASSACHUSETTS should share the burden via a REGIONAL solution.

Thank you,

Cheryl Balukonis 43 Boynton Street 3L Jamaica Plain
617 983-9147

Letter 300
Cheryl Balukonis
Private Citizens: Jamaica Plain

Code	Topic 1	Topic 2	Comment	Response
300.1	Regional Transportation	Regional Airports	Please include the following letter as written testimony AGAINST the Logan Airport Runway Extension...The only real solution is a new airport. In lieu of this, all citizens of Massachusetts should share the burden via a REGIONAL solution.	A second major airport is not a solution to the current delay and congestion problems at Logan Airport. The Proposed Project to reduce delay and enhance safety at Logan Airport must be implemented in the near term to address current and future operating conditions. Even if a second major airport were to be pursued, the planning period for site selection and environmental review would require ten to 15 years, in addition to a multi-year construction period. Rather, Logan Airport is part of a regional system of airports that includes the T.F. Green/Providence, the Manchester, and the Worcester Regional airports. Service development and increased passenger traffic at these airports are an important part of the region's long-term strategy to accommodate passenger and activity growth. Greater use of the regional airports will provide passengers within the service area of such airports with a viable alternative to Logan Airport. Since demand within Logan Airport's primary service area will remain strong, the improvements at other regional airports will not eliminate the need for airside projects at Logan Airport.

COMMENT PROCEDURE for: Draft Logan Airside Improvements (a.k.a. Runway 14/32) **EOEA #10458**

All comments on EIRs (environmental impact report) must refer to the EOEA file number. There may be other identifying numbers. but the EOEA file number is the one which must be used.

LETTER 301

Comments not referring to the EOEA file number may not be considered.

All comments must be received April 22. 1999
All mail concerning the environmental impact review process including filings. comments. and all associated materials must be addressed to:

Bob Durand. Secretary
Executive Office of Environmental Affairs
Attention: MEPA Office
Arthur Pugsley EOEA No. #10458
100 Cambridge Street - 20th Floor
Boston. MA 02202

Failure to address mail in this manner may result in delay of action on comments or no action on comments at all.

Dear Mr. Durand,

My comments to the EIR-Logan Airside Improvements Plan EOEA #10458 are as follows:

The plan does not take into consideration the cumulative impact of the ground and air congestion. The noise from the airplanes alone is overwhelming. When you add the ground transportation problems, it is clear that ~~new~~ proposed Runway is unworkable. 301.1

Name Daniel L. Barnett
Address 16 Alveston St
Jamaica Plain, MA 02130
Phone 617 522 0197

Letter 301
Daniel L. Barnett
Private Citizens: Jamaica Plain

Code	Topic 1	Topic 2	Comment	Response
301.1	Noise, Air Quality, Traffic	Impacts	The plan does not take into consideration the cumulative impact of the ground and air congestion. The noise from the airplanes alone is overwhelming when you add the ground transportation problems, it is clear that proposed runway is unworkable.	The Preferred Alternative is not expected to lead to an increase in passenger demand, and therefore, it will have no effect on congestion or delays on Boston area highways. Refer to Section 4.2.

Comments to: Draft Logan Airside Improvements EOEA #10458

COMMENT PROCEDURE for: Draft Logan Airside Improvements (a.k.a. Runway 14/32) **EOEA #10458**

All comments on EIRs (environmental impact report) must refer to the EOEA file number. There may be other identifying numbers. but the EOEA file number is the one which must be used.

Comments not referring to the EOEA file number may not be considered.

LETTER 302

All comments must be received April 22, 1999
All mail concerning the environmental impact review process including filings. comments. and all associated materials must be addressed to:

Bob Durand. Secretary
Executive Office of Environmental Affairs
Attention: MEPA Office
Arthur Pugsley EOEA No. #10458
100 Cambridge Street - 20th Floor
Boston. MA 02202

Failure to address mail in this manner may result in delay of action on comments or no action on comments at all.

Dear Mr. Durand,

My comments to the EIR-Logan Airside Improvements Plan EOEA #10458 are as follows:

1.) Massport has left out reasonable alternatives to Logan's plan to add more runway area. 302.1

(2) Massport's plan contains NO 2010 noise contours. 302.2

(3) The 3 year deadline to file a change in project notice expired 8/98. Massport should not be allowed to file now. 302.3

(4) The EIS uses outdated data from 1993 in its base case information. 302.4

(5) While Massport calculates a cost per delay hour in the air it refuses to attach a cost to problems caused by the negative products of its current plan - traffic, pollution, noise, and so on. 302.5

Name Sarah Bluemann
Address 50 Weld Hill St #3
JP MA 02130
Phone 617 524-0685

Letter 302
Sarah Buchmann
Private Citizens: Jamaica Plain

Code	Topic 1	Topic 2	Comment	Response
302.1	Alternatives	Other Non-Construction Alternatives	Massport has left out reasonable alternatives to Logan's plan to add more runway area.	The alternative analysis conforms to FAA and MEPA scoping directives. The impact of the regional alternatives has been addressed through the study of a range of forecast activity levels. Refer to Chapter 2 of the Airside Project Draft EIS/EIR and the Supplemental DEIS/FEIR for a comprehensive discussion of regional alternatives. Massport advocates increased use of the regional airports and high-speed rail services, in addition to construction of Runway 14/32 and the other airside improvement projects at Logan Airport, as a comprehensive plan for ensuring an efficient and balanced regional transportation system. As the analysis in Chapter 2 of this Supplemental DEIS/FEIR indicates, these off-airport alternatives are expected to reduce aircraft traffic growth pressures at Logan Airport, but they will not eliminate airside delays at Logan Airport that occur because of a third operating runway during periods of northwest winds. The Preferred Alternative, which specifically addresses this deficiency, is necessary and provides clear benefits at current aircraft traffic levels. These benefits will only increase in the future, even as developments at the regional airports and high-speed rail to New York act to reduce the rate of future growth at Logan Airport.
302.2	Noise	Model	Massport's plan contains no 2010 noise contour.	Noise contours have been produced for the 29M Low, 37.5M High, and 2015 High Regional Jet Fleets. These various projections are considered to represent the range of operations and their impacts that are likely to occur over the next ten years.
302.3	Environmental Review Process	MEPA	The 3-year deadline to file a change or project notice expired 8/98. Massport should not be allowed to file now.	The Secretary of Environmental Affairs found that "...the Draft Environmental Impact Report (DEIR) submitted on this project adequately and properly complies with the Massachusetts Environmental Policy Act...". Refer to the Certificate of the Secretary of Environmental Affairs on the DEIR, dated May 7, 1999.

Code	Topic 1	Topic 2	Comment	Response
302.4	Analysis Assumptions/ Methodologies	Base Year	This EIS uses outdated data from 1993 in its base case information.	The Supplemental DEIS/FEIR provides updated information for 1998—the latest year for which actual Logan Airport data are available. 1993 was adopted as the base year when the Airside Improvement studies commenced in 1994. The primary function of the Base Year analysis is to calibrate the airfield operation models and environmental impact models. The benefits and impacts of the action alternatives (Alternatives 1, 1A, 2 and 3) are assessed by comparing these not with the base year, but with Alternative 4, the No-Action Alternative. The planning scenarios for 37.5 and 45 million passengers represent a range of future activity at Logan Airport expected in the 2010 to 2020 time frame. Refer to Section 4.4 of the Supplemental DEIS/FEIR for a discussion on the estimation and modeling of flight delays. It includes a description of FAA and U.S. DOT delay measures and their limitations, an explanation of computer models for estimating flight delays, and historical data on delays at Logan Airport and other major United States airports. The methodology used for the Airside Project includes the effects of constraints at Logan Airport, and produces lower delay estimates than FAA modeling. The FAA approved all the models, which have been validated in previously published studies of Logan Airport. The FAA Technical Center was responsible for the capacity and delay results in the 1992 FAA Capacity Enhancement Report for Logan Airport that concluded the need for Runway 14/32, reduced minimums and taxiway improvements. The Technical Center simulated Logan Airport airfield operations with the RDSIM model and estimated that when activity reached 504,000 annual operations, total delay would exceed 260,000 hours per year. The Airside Project Draft EIS/EIR forecasts delays to increase to 157,500 hours per year when annual operations reach 510,000 with the 29M Low Fleet scenario. The Supplemental DEIS/FEIR compares the FAA Technical Center delay estimates in 1992 with those of the Logan Airside Project estimates. The FAA has concluded that the Airside delays represent "a plausible and conservative estimate...." The FAA consistently rates Logan Airport as one of the most delay prone airports in the United States Logan Airport's estimated annual delay hours are over five times the FAA's 20,000-hour threshold for a severely delayed airport.
302.5	Purpose and Need	Delay	While Massport calculates a cost per delay hour in the air it refuses to attach a cost to problems caused by the negative products of its current plan-traffic, pollution, noise and so on.	The Airside Project Draft EIS/EIR and the Supplemental DEIS/FEIR documents comply with all applicable NEPA and MEPA requirements. A cost benefit analysis is not required by federal or state law and would not provide appropriate context. Cost information mentioned in the Airside Project Draft EIS/EIR and the Supplemental DEIS/FEIR is intended to provide analytic context.

LETTER 303

April 21, 1999

Robert A. Durand, Secretary
Executive Office of Enviromental Affairs
100 Cambridge Street - Room 2000
Boston, MA 02202 .

Attention: MEPA Office

Dear Secretary Durand:

303.1 I am writing to oppose Massport's plan to construct Runway 14/32 at Logan Airport as I believe this proposal will be harmful to the Greater Boston area in the following ways:

Building Runway 14/32 will allow Massport to operate Logan Airport at a greater capacity than at present. This expansion of air traffic expands air pollution in communities already suffering the highest rates of asthma in The Commonwealth. Airplanes are not regulated for pollution control; more flights means more pollution.

303.2 Increased vehicles traveling to and from Logan will, IN EVERY INSTANCE travel through these same communities. Many of these vehicles will be deisel which are also not regulated and which release a large amount of particulate matter.

The economic arguments advanced for this expansion are fallacious. They rest, in part, on the assumption that a new Convention Center served by an expanded airport, luxury hotel and restaurant industry will create a regional economic boom with an expansion of jobs.

303.3 The truth is that the increase in noise and traffic will devastate many small and medium-sized businesses such as local restaurants, nightclubs and offices, theatres, arts and music venues, the film/location industry. aspects of the tourist industry which will no longer stay in local bed-and-breakfasts and the booming real estate industry. These industries are part of our economic strenght. When our regional economy fell apart in the 1950's and 1960's having an airport at Logan was no help because our economy had been based on a few, large industries that relocated. Diversification, not airplanes, resurrected our economy.

303.4 Airport expansion will create jobs but these jobs are likely to be low-wage, no benefits, dead-end jobs such as chambermaid, airport security, dishwasher etc. which don't create prosperity for anyone other than large banks, large developers and construction companies, large hotel and restaurant owners. These industries pump money OUT of the Boston area because most of the owners and/or corporate headquarters are not located in the Greater Boston area.

Finally, I am outraged that an agency of state government would continue to forget it's purpose: to serve the best interests of ALL the people of this state. The pitting of City against Suburb, the rich against the less rich may be politics but it is not governance. This proposal doesn't even serve the majority of Logan Airport users; people who live between Routes 128 and Route 495. Expanded airport traffic will travel over already saturated roads before reaching the Central Artery and the Third Harbor Tunnel AND further delaying travelers. 303.5

I hope you consider these and other reasons sufficient to reject Massport's MEPA EIS on the proposal to build Runway 14/32. Many alternative sugestions have been offered. I ask that you encourage Massport to work with the Greater Boston communities and with their own Community Advisory Board to seek true and reasonable solutions to increasing air traffic.

Thank you for this opportunity to comment on this matter.

Sincerely,
Constance R. Cecil
Constance R. Cecil
8 Glenside Avenue
Jamaica Plain, MA 02130

Letter 303
Constance R. Cecil
Private Citizens: Jamaica Plain

Code	Topic 1	Topic 2	Comment	Response
303.1	Alternatives	Runway 14/32	I am writing to oppose Massport's plan to construct Runway 14/32 at Logan Airport...Runway 14/32 will allow Massport to operate Logan Airport at a greater capacity than at present...increasing air pollution in communities already suffering the highest rates of asthma in The Commonwealth. Airplanes are not regulated for pollution control....	The Preferred Alternative, and specifically unidirectional Runway 14/32, would not increase Logan Airport's normal airfield capacity of approximately 120 operations per hour. This capacity is available at Logan Airport approximately 80 percent of the time. Runway 14/32 would allow Logan Airport to maintain this capacity during periods of strong northwest winds that now require controllers to operate on only one or two runways, compared to the typical three-runway configurations used at Logan Airport. The runway will not increase Logan Airport's normal operating capacity, nor will it encourage or induce an increase in aircraft operations. Emissions are shown to decrease with the Preferred Alternative when compared to the No Action Alternative. Neither Massport nor the FAA has a program to increase passenger demand at Logan Airport. Rather, the objective of both organizations is to accommodate demand safely and efficiently. The recommended Airside Project is intended to enable Logan Airport to accommodate current and future aircraft activity with minimum delay. The construction of Runway 14/32 would significantly reduce delays associated with northwest wind conditions, but would not be expected to induce additional aircraft traffic or passenger activity at Logan Airport. The principal effect of the Centerfield Taxiway is to reduce the number of aircraft waiting on taxiways, reducing ground noise and emissions for close-in residents of East Boston and Winthrop. Dispersion modeling indicates no violations of the NAAQS at any of the sites shown on Figure 6.4-1 of the Supplemental DEIS/FEIR, including those at public beaches and residential areas.
303.2	Ground Transportation	Access to Logan	Increased vehicles traveling to and from Logan will, IN EVERY INSTANCE travel through these same communities. Many of these vehicles will be diesel...which release a large amount of particulate matter.	Diesel emissions from motor vehicles are included in the air quality analysis.
303.3	Alternatives	Runway 14/32	The economic arguments advanced for this expansion are fallacious...the increase in noise and traffic will devastate many small and medium-sized businesses such as local restaurants, nightclubs and offices, theatres, arts and music venues, the film/location industry...tourist industry which will no longer stay in local bed- and breakfasts and the booming real estate industry.	Section 1.3 of the Supplemental DEIS/FEIR discusses the importance of Logan Airport to the regional economy.
303.4	Alternatives	Preferred Alternative	Airport expansion will create jobs but these jobs are likely to be low-wage, no benefits, dead-end jobs such as chambermaid, airport security, dishwasher etc....	Section 1.2 of the Draft EIS/EIR and Section 1.3 of the Supplemental DEIS/FEIR discuss the importance of Logan Airport to the regional economy.
303.5	Ground Transportation	Access to Logan	Expanded airport traffic will travel over already saturated road before reaching the Central Artery and the Third Harbor Tunnel and further delaying travelers.	Implementation of the Preferred Alternative would not increase capacity, but rather it would correct a series of deficiencies in the airfield geometry and operation. Massport's plans to handle the ground access requirements of future passenger levels are discussed in the *Logan Airport 1999 ESPR* (previously GEIR) and its subsequent Environmental Data Reports (Annual Updates).

COMMENT PROCEDURE for: Draft Logan Airside Improvements (a.k.a. Runway 14/32) **EOEA #10458**

All comments on EIRs (environmental impact report) must refer to the EOEA file number. There may be other identifying numbers, but the EOEA file number is the one which must be used.

Comments not referring to the EOEA file number may not be considered.

LETTER 304

All comments must be received April 22, 1999
All mail concerning the environmental impact review process including filings, comments, and all associated materials must be addressed to:

Bob Durand, Secretary
Executive Office of Environmental Affairs
Attention: MEPA Office
Arthur Pugsley EOEA No. #10458
100 Cambridge Street - 20th Floor
Boston, MA 02202

Failure to address mail in this manner may result in delay of action on comments or no action on comments at all.

Dear Mr. Durand,

My comments to the EIR-Logan Airside Improvements Plan EOEA #10458 are as follows:

The cumulative impact of the increase in
flights on ground traffic congestion was not 304.1
sufficiently addressed in the study.

The solution is temporary, and does not 304.2
fully address the transportation needs. We'll be
back to the same position in five years

The number of delays has been artificially 304.3
estimated and exaggerated.

The report should be sent back ~~for~~ and reworked

Name PETER CLARKE
Address 7 ALVESTON ST.
JAMAICA PLAIN, MA 02130
Phone 617 522-9345.

4/15/99

Letter 304
Peter Clarke
Private Citizens: Jamaica Plain

Code	Topic 1	Topic 2	Comment	Response
304.1	Ground Traffic	Access to Logan	The cumulative impact of the increase in flights on ground traffic congestion was not sufficiently addressed in the study.	The Preferred Alternative is not expected to lead to an increase in passenger demand, and therefore, it will have no effect on congestion or delays on Boston area highways. Refer to Section 4.2..
304.2	Alternatives	Runway 14/32	The solution is temporary, and does not fully address the transportation needs. We'll be back to the same position in five years.	Based on simulation modeling, Logan Airport experienced 120,000 hours of runway-related delays in 1998. If no actions are taken, runway-related delays are forecast to grow as high as 333,000 hours under a 37.5M High Fleet scenario. The Preferred Alternative produces immediate and long-term benefits by lowering runway delays by 38,000 hours if it had been in place in 1998, and by as much as 94,000 hours in the future 37.5M High Fleet scenario. Because of the impact of the regional alternatives, the 37.5M High Fleet scenario is not expected to be achieved until 2015. The sooner airside efficiencies are implemented; the more benefits will accrue over time. Section 4.6 of the Supplemental DEIS/FEIR shows that delay reduction benefits increase over time as traffic levels increase.
304.3	Delay	Model	The number of delays has been artificially estimated and exaggerated.	Refer to Section 4.4 of the Supplemental DEIS/FEIR for a discussion on the estimation and modeling of flight delays. It includes a description of FAA and U.S. DOT delay measures and their limitations, an explanation of computer models for estimating flight delays, and historical data on delays at Logan Airport and other major United States airports. The methodology used for the Airside Project includes the effects of constraints at Logan Airport, and produces lower delay estimates than FAA modeling. The FAA approved all the models, which have been validated in previously published studies of Logan Airport.

COMMENT PROCEDURE for: Draft Logan Airside Improvements (a.k.a. Runway 14/32) **EOEA #10458**

All comments on EIRs (environmental impact report) must refer to the EOEA file number. There may be other identifying numbers, but the EOEA file number is the one which must be used.

Comments not referring to the EOEA file number may not be considered.

All comments must be received April 22, 1999
All mail concerning the environmental impact review process including filings, comments, [illegible] all associated materials must be addressed to:

LETTER 305

Bob Durand, Secretary
Executive Office of Environmental Affairs
Attention: MEPA Office
Arthur Pugsley EOEA No. **#10458**
100 Cambridge Street - 20th Floor
Boston, MA 02202

Failure to address mail in this manner may result in delay of action on comments or no action on comments at all.

Dear Mr. Durand,

My comments to the EIR-Logan Airside Improvements Plan EOEA #10458 are as follows:

How will you Address The cumulative Impacts such As Additional GROUND TRAffic in The TUNNELS and ABove ground. 305.1

How will you Address Additional TRAffic to The MBTA? /

YOUR Delay rep nts are insupportable, especially To my AREA in The city.!! 305.2

We ARE currently under attach with environmental! diseases, ie ASTHMA CANCER in The AREA. 305.3

Nancy Doherty

Name NANCY Doherty
Address 116 Sedgwick ST
JAMAICA Plain MA 02130
Phone 617-522-3534

Letter 305
Nancy Doherty
Private Citizens: Jamaica Plain

Code	Topic 1	Topic 2	Comment	Response
305.1	Ground Transportation	Access to Logan	How will you address the cumulative impacts such as additional ground traffic in the tunnels and above ground. How will you address additional traffic to the MBTA?	The Preferred Alternative is not expected to lead to an increase in passenger demand, and therefore, it will have no effect on congestion or delays on Boston area highways. Refer to Section 4.2.
305.2	Delay	Model	Your delay reports are insupportable, especially to my area of the city.	Refer to Section 4.4 of the Supplemental DEIS/FEIR for a discussion on the estimation and modeling of flight delays. It includes a description of FAA and U.S. DOT delay measures and their limitations, an explanation of computer models for estimating flight delays, and historical data on delays at Logan Airport and other major United States airports. The methodology used for the Airside Project includes the effects of constraints at Logan Airport, and produces lower delay estimates than FAA modeling. The FAA approved all the models, which have been validated in previously published studies of Logan Airport.
305.3	Public Health	Effects	We are currently under attack with environmental diseases; i.e., asthma, cancer in the area.	The available public health studies for communities adjacent to Logan Airport were reviewed and are presented in Section 6.8 of the Supplemental DEIS/FEIR. Public health status reports were available for the City of Boston; however, comparable public health reports were not available from the Public Health Departments of Chelsea, Revere, and Winthrop. A review of the available information did not indicate any causal relationship based on proximity to the airport, nor did it identify hearing loss as a public health concern. The available public health studies for communities adjacent to Logan Airport were reviewed and are presented in Section 6.8 of the Supplemental DEIS/FEIR. Public health status reports were available for the City of Boston; however, comparable public health reports were not available from the Public Health Departments of Chelsea, Revere, and Winthrop. A review of the available information did not indicate any causal relationship based on proximity to the airport, nor did it identify hearing loss as a public health concern.

Comments to: Draft Logan Airside Improvements EOEA #10458

COMMENT PROCEDURE for: Draft Logan Airside Improvements (a.k.a. Runway 14/32) **EOEA #10458**

All comments on EIRs (environmental impact report) must refer to the EOEA file number. There may be other identifying numbers, but the EOEA file number is the one which must be used.

Comments not referring to the EOEA file number may not be considered.

LETTER 306

All comments must be received April 22, 1999
All mail concerning the environmental impact review process including filings, comments, and all associated materials must be addressed to:

Bob Durand, Secretary
Executive Office of Environmental Affairs
Attention: MEPA Office
Arthur Pugsley EOEA No. #10458
100 Cambridge Street - 20th Floor
Boston, MA 02202

Failure to address mail in this manner may result in delay of action on comments or no action on comments at all.

Dear Mr. Durand,

My comments to the EIR-Logan Airside Improvements Plan EOEA #10458 are as follows:

- the ground environmental impacts were not looked at there will be increased traffic thru the city + the airport clog downtown + add particulate to the air. 306.1
- MASSPORT delay data is not accurate delays have been reduced 306.2
- Regional Solutions have been half baked at best in the 70's the reason was they were not able to do anything because the military owned the airports
- now that they can be used they are not 306.3
- Once again Massport is jamming an unacceptable solution down the throats of the poor communities at the expense of Lexington + Route 128 306.4

Name Jack Dolan
Address 26 Greenough Ave
Jamaica Plain
Phone 524 2361

Letter 306
Jack Dolan
Private Citizens: Jamaica Plain

Code	Topic 1	Topic 2	Comment	Response
306.1	Ground Transportation	Access to Logan	The ground environmental impacts were not looked at, these will be increased, traffic through the city and the airport clog downtown and add monoxide to the air.	The Preferred Alternative is not expected to lead to an increase in passenger demand, and therefore, it will have no effect on congestion or delays on Boston area highways. Refer to Section 4.2.
306.2	Delay	Model	Massport delay data is not accurate, delays have been reduced.	Section 1.4 and Appendix C of the Supplemental DEIS/FEIR also contains a discussion of the FAA and U.S. DOT delay measures and historical data, along with comparisons of Logan Airport with other United States airports. The delay situation is not at equilibrium. FAA Opsnet delays at Logan Airport peaked in 1993, declined for two years and are rising again. Arrival delays, which would be directly affected by Runway 14/32, have risen steadily since 1994. In fact, Logan Airport is the second most delayed airport in the nation for arrivals.
306.3	Regional Transportation	Regional Airports	Regional solutions have been half looked at but in the 70s, the reason was they were not able to do anything because the military owned the airports; now that they can be used they are not.	In October 1996, the civilian Naval Air Station Planning Committee rejected redevelopment the South Weymouth Naval Air Station as a commercial airport because of opposition from the surrounding communities – Weymouth, Rockland, and Abington.
306.4	Alternatives	Runway 14/32	Once again Massport is jamming an unacceptable solution down the throats of poor communities at the expense of Lexington and Route 128.	The Environmental Justice analysis in Section 6.8 was expanded for the Supplemental DEIS/FEIR. Low-income and minority populations were defined in accordance with Federal Executive Order 12898, the Final United States Department of Transportation Order, and the Council on Environmental Quality's guidance on environmental justice. In addition, the analysis of low-income populations was expanded to include households at 150 percent of poverty level. This analysis found that there is no high and adverse disproportionate impact to low-income and minority populations caused by the Preferred Alternative. Adverse impacts are not predominately borne by low-income or minority populations. Only 21 percent of the population within the 65 dB DNL contour for the Preferred Alternative is minority, compared to the Suffolk County minority population of 38 percent. Less than two percent of the population within the 65 dB DNL contour for the Preferred Alternative has a household income less than 150 percent of poverty level. The additional area within the 65 dB DNL noise contour associated with the Preferred Alternative includes a predominately Hispanic neighborhood in Chelsea which is predicted under worst case assumptions to experience an increase of 0.6 dB or less. Under FAA standards, this change is not a significant adverse impact. The minority and low-income populations in South Boston and East Boston affected by the Preferred Alternative 65 dB DNL contour are almost identical to the No Action Alternative. The 65 dB DNL contour for the Preferred Alternative does not extend into Jamaica Plain, Roxbury and the South End. Mitigation of the increased noise within the 65 dB DNL contour will be provided to affected communities in the form of residential sound insulation.

Comments to: Draft Logan Airside Improvements EOEA #10458

COMMENT PROCEDURE for: Draft Logan Airside Improvements (a.k.a. Runway 14/32) EOEA #10458

All comments on EIRs (environmental impact report) must refer to the EOEA file number. There may be other identifying numbers. but the EOEA file number is the one which must be used.

LETTER 307

Comments not referring to the EOEA file number may not be considered.

All comments must be received April 22. 1999
All mail concerning the environmental impact review process including filings. comments. and all associated materials must be addressed to:

Bob Durand. Secretary
Executive Office of Environmental Affairs
Attention: MEPA Office
Arthur Pugsley EOEA No. #10458
100 Cambridge Street - 20th Floor
Boston. MA 02202

Failure to address mail in this manner may result in delay of action on comments or no action on comments at all.

Dear Mr. Durand,

My comments to the EIR-Logan Airside Improvements Plan EOEA #10458 are as follows:

The document is seriously flawed and not supported in
it's findings. the Ground Environmental impacts are not
looked at and the doubling of the number of passengers 307.1
will increase the Boston area traffic.
It's my understanding that the planes go over the 307.2
water for only a mile and then turn to go over the
new Seaport area. That area is to have an Opera House;
how can that significant attraction be appreciated by
the locals or the tourists with so many planes going over? 307.3
This document presents a short term "solution" which will
end up in the same place w/in 5 years. By then, we've tripled
the plane noise and will still not have a long term
solution.
The fact that MassPort would ask the Inner City to accept 307.4
and endure more noise goes against the code of Environmental
Justice. Massport needs to consider other alternatives. the
state needs to look at a secondary airport that incorporates more
modes of transportation, including ground, sea and air. 307.5

Name MARTY EPP
Address 12 REVERE ST.
JAMAICA PLAIN, MA 02130
Phone 617-983-0182

4/15/99

Letter 307
Marty Epp
Private Citizens: Jamaica Plain

Code	Topic 1	Topic 2	Comment	Response
307.1	Ground Transportation	Access to Logan	...the ground environmental impacts are not looked at and the doubling of the number of passengers will increase the Boston area traffic.	The Preferred Alternative is not expected to lead to an increase in passenger demand, and therefore, it will have no effect on congestion or delays on Boston area highways. Refer to Section 4.2.
307.2	Alternatives	Runway 14/32	...the planes go over the water for only a mile and then turn to go over the new Seaport area ...[which will] have an Opera House...[The planes going overhead will adversely affect the Opera House.	The departure paths from Runway 14 are shown in Figures 6.2-3 and 6.2-4. The jet departures from Runway 14 (which would generate the most noticeable noise impacts) continue over water for more than one mile, and the flight tracks are bounded by the existing departures tracks from Runways 22L/R and 33R. Examination of the noise contours in Section 6.2 of the Supplemental DEIS/FEIR shows that the changes in the 65 dB and 70 dB contours due to Runway 14 departures and Runway 32 arrivals occur only over water. Further discussion of the noise impacts of Runway 14/32 can be found in Section 6.2 of the Supplemental DEIS/FEIR.
307.3	Alternatives	Preferred Alternative	This document presents a short term "solution" which will end up in the same place within 5 years...with triple the plane noise and no long term solution.	Based on simulation modeling, Logan Airport experienced 120,000 hours of runway-related delays in 1998. If no actions are taken, runway-related delays are forecast to grow as high as 333,000 hours under a 37.5M High Fleet scenario. The Preferred Alternative produces immediate and long-term benefits by lowering runway delays by 38,000 hours if it had been in place in 1998, and by as much as 94,000 hours in the future 37.5M High Fleet scenario. Because of the impact of the regional alternatives, the 37.5M High Fleet scenario is not expected to be achieved until 2015. The sooner airside efficiencies are implemented; the more benefits will accrue over time. Section 4.6 of the Supplemental DEIS/FEIR shows that delay reduction benefits increase over time as traffic levels increase.

Code	Topic 1	Topic 2	Comment	Response
307.4	Noise	Impacts	...asking the Inner City to accept and endure more noise goes against the Code of Environmental Justice.	The Environmental Justice analysis was expanded for the Supplemental DEIS/FEIR. Low-income and minority populations were defined in accordance with Federal Executive Order 12898, the Final United States Department of Transportation Order, and the Council on Environmental Quality's guidance on environmental justice. In addition, the analysis of low-income populations was expanded to include households at 150 percent of poverty level. This analysis found that there is no high and adverse disproportionate impact to low-income and minority populations caused by the Preferred Alternative. Adverse impacts are not predominately borne by low-income or minority populations. Only 21 percent of the population within the 65 dB DNL contour for the Preferred Alternative is minority, compared to the Suffolk County minority population of 38 percent. Less than two percent of the population within the 65 dB DNL contour for the Preferred Alternative has a household income less than 150 percent of poverty level. The additional area within the 65 dB DNL noise contour associated with the Preferred Alternative includes a predominately Hispanic neighborhood in Chelsea which is predicted under worst case assumptions to experience an increase of 0.6 dB or less. Under FAA standards, this change is not a significant adverse impact. The minority and low-income populations in South Boston and East Boston affected by the Preferred Alternative 65 dB DNL contour are almost identical to the No Action Alternative. The 65 dB DNL contour for the Preferred Alternative does not extend into Jamaica Plain, Roxbury and the South End. Mitigation of the increased noise within the 65 dB DNL contour will be provided to affected communities in the form of residential sound insulation. A discussion of the Environmental Justice analysis is presented in Section 6.8 of Supplemental DEIS/FEIR.
307.5	Regional Transportation	Regional Airports	Massport needs to consider other alternatives...to look at a secondary airport that incorporates more modes of transportation, including ground, sea and air.	The alternative analysis conforms to FAA and MEPA scoping directives. The impact of the regional alternatives has been addressed through the study of a range of forecast activity levels. Refer to Chapter 2 of the Airside Project Draft EIS/EIR and the Supplemental DEIS/FEIR for a comprehensive discussion of regional alternatives. Massport advocates increased use of the regional airports and high-speed rail services, in addition to construction of Runway 14/32 and the other airside improvement projects at Logan Airport, as a comprehensive plan for ensuring an efficient and balanced regional transportation system. As the analysis in Chapter 2 of this Supplemental DEIS/FEIR indicates, these off-airport alternatives are expected to reduce aircraft traffic growth pressures at Logan Airport, but they will not eliminate airside delays at Logan Airport that occur because of a third operating runway during periods of northwest winds. The Preferred Alternative, which specifically addresses this deficiency, is necessary and provides clear benefits at current aircraft traffic levels. These benefits will only increase in the future, even as developments at the regional airports and high-speed rail to New York act to reduce the rate of future growth at Logan Airport.

LETTER 308

April 15, 1999

Bob Durand, Secretary
Executive Office of Environmental Affairs
100 Cambridge St. 20th Fl.
Boston, MA 02202

Dear Sir,

We are registered voters in the city of Boston, specifically the neighborhood of Jamaica Plain. We are writing to let you know that we support the conclusions within the enclosed report prepared for the Community Advisory Committee regarding the proposed Runway 14/32 at Logan Airport. 308.1

We strongly urge you to publicly stand with us in opposition on this issue. Please see that the Logan Environmental Impact Statement recommending the new runway be withdrawn. It should be redone with a complete study of all alternatives and a realistic focus on regional transportation and long-term planning. 308.2

Thank you for your attention to this matter.

Marty (Martha) Epp
Judy K. Mencher
12 Revere St.
Jamaica Plain, MA 02130
(617) 983-0182

Letter 308
Marty (Martha) Epp & Judith K. Mencher
Private Citizens: Jamaica Plain

Code	Topic 1	Topic 2	Comment	Response
308.1	General Opposition		We are writing to let you know that we support the conclusions within the enclosed report prepared for the Community Advisory Committee regarding the proposed Runway 14/32.	Comment noted.
308.2	Environmental Review Process	MEPA	The Logan Environmental Impact Statement recommending the new runway should be redone with a complete study of all alternatives and a realistic focus on regional transportation and long-term planning.	The alternative analysis conforms to FAA and MEPA scoping directives. The impact of the regional alternatives has been addressed through the study of a range of forecast activity levels. Refer to Chapter 2 of the Airside Project Draft EIS/EIR and the Supplemental DEIS/FEIR for a comprehensive discussion of regional alternatives. Massport advocates increased use of the regional airports and high-speed rail services, in addition to construction of Runway 14/32 and the other airside improvement projects at Logan Airport, as a comprehensive plan for ensuring an efficient and balanced regional transportation system. As the analysis in Chapter 2 of this Supplemental DEIS/FEIR indicates, these off-airport alternatives are expected to reduce aircraft traffic growth pressures at Logan Airport, but they will not eliminate airside delays at Logan Airport that occur because of a third operating runway during periods of northwest winds. The Preferred Alternative, which specifically addresses this deficiency, is necessary and provides clear benefits at current aircraft traffic levels. These benefits will only increase in the future, even as developments at the regional airports and high-speed rail to New York act to reduce the rate of future growth at Logan Airport.

LETTER 309

DON EUNSON

34 Jamaica Street, Jamaica Plain, Massachusetts 02130-3819 Tel: (617) 522-4112

April 19, 1999

Robert Durand, Secretary
Executive Office of Environmental Affairs
Attention: MEPA Office
Arthur Pugsley EOEA # 10458
100 Cambridge St – 20th floor
Boston, MA 02202

Re: EIR—Logan Airside Improvements Plan EOEA # 10458

Dear Mr. Durand:

As a Boston resident I am vehemently opposed to the proposed expansion of Logan airport with runway 14/32. This is both an environmental issue and a social equity issue. 309.1

Residents of Boston and neighboring communities cannot be expected to tolerate the increased noise pollution and air pollution that would result from tripling the number of planes passing over our homes, a serious deterioration of urban quality of life. If this proposed airport expansion were to occur I am convinced that more and more people who have the economic choice would flee the noise and fumes of Boston for quieter, more peaceful communities. 309.2

Contrary to what business leaders say, this airport expansion and its resulting impact on the makeup of the city would not be good for Boston—neither good for business nor good for tourism. If Boston is to remain a vital economic and cultural hub of New England it must be a livable city.

I urge you to oppose Runway 14/32 and reject Massport's EIS.

Massport must be forced to explore a truly regional air transportation plan that includes expansion and better utilization of Hanscom, Worcester, TF Green and Manchester airports — and perhaps the construction of a second major metroplitan Boston airport. Furthermore, I feel that the City, the Commonwealth, and Amtrak must move forward 309.3

with the construction of a North-South Rail Link, and the continuing expansion of high-speed inter-city rail service (serving Boston-Worcester, for instance). We rely 309.4
disproportionately on air transportation because other modes of transportation are outmoded and inadequate.

Finally, I think it is ridiculous to assert that for Boston to be a major city that it must have its primary airport at Logan, 15 minutes from downtown. Please consider that other major cities — such as London with its two airports — are successfully served by airports that are an hour outside the city.

Sincerely yours,

DH Eunson Jr.

Donald H. Eunson, Jr.

Letter 309
Donald H. Eunson
Private Citizens: Jamaica Plain

Code	Topic 1	Topic 2	Comment	Response
309.1	Alternatives	Runway 14/32	I am...opposed to the proposed expansion of Logan airport with runway 14/32...[the] environmental issue [is increased noise and air pollution.]	Comment noted.
309.2	Environmental Justice	Impacts	[The social equity issue is that] residents of Boston and neighboring communities cannot be expected to tolerate the increased noise [and air] pollution ...from tripling the number of planes passing over our homes.	Current traffic trends at Logan Airport and the regional airports indicate that Logan Airport may not reach 29 million passengers, presented in the Airside Project Draft EIS/EIR as a "1999" projection, until 2003. Continued air service expansion at the regional airports and the introduction of high-speed rail to New York in December 2000 is expected to further slow Logan Airport's passenger traffic growth. With these developments, Logan Airport is expected to reach 37.5 million passengers in 2015 rather than 2010, and the 45 million passenger forecasts will not be achieved until 2024. Thus, the planning forecasts that underlie the delays and environmental analyses cover a planning period of at least 20 years. Refer to Section 4.2 of the Supplemental DEIS/FEIR for a complete discussion of the planning forecasts. The Environmental Justice analysis was expanded for the Supplemental DEIS/FEIR in Section 6.8. Low-income and minority populations were defined in accordance with Federal Executive Order 12898, the Final United States Department of Transportation Order, and the Council on Environmental Quality's guidance on environmental justice. In addition, the analysis of low-income populations was expanded to include households at 150 percent of poverty level. This analysis found that there is no high and adverse disproportionate impact to low-income and minority populations caused by the Preferred Alternative. Adverse impacts are not predominately borne by low-income or minority populations. Only 21 percent of the population within the 65 dB DNL contour for the Preferred Alternative is minority, compared to the Suffolk County minority population of 38 percent. Less than two percent of the population within the 65 dB DNL contour for the Preferred Alternative has a household income less than 150 percent of poverty level. The additional area within the 65 dB DNL noise contour associated with the Preferred Alternative includes a predominately Hispanic neighborhood in Chelsea which is predicted under worst case assumptions to experience an increase of 0.6 dB or less. Under FAA standards, this change is not a significant adverse impact. The minority and low-income populations in South Boston and East Boston affected by the Preferred Alternative 65 dB DNL contour are almost identical to the No Action Alternative. The 65 dB DNL contour for the Preferred Alternative does not extend into Jamaica Plain, Roxbury and the South End. Mitigation of the increased noise within the 65 dB DNL contour will be provided to affected communities in the form of residential sound insulation.

Code	Topic 1	Topic 2	Comment	Response
309.3	Regional Transportation	Regional Airports	Massport must...explore a truly regional air transportation plan that includes expansion and better utilization of Hanscom, Worcester, TF Green and Manchester airports—and perhaps the construction of a second major metropolitan Boston airport...Other major cities...are successfully served by airports that are an hour outside the city.	Logan Airport is part of a regional system of airports that includes T.F. Green/Providence, Worcester Regional and Manchester airports. Massport has long recognized that service development and increased passenger traffic at these airports are an important part of the region's long-term strategy to accommodate passenger and activity growth. Massport has actively encouraged the development of regional airports and use of other options, including high-speed rail to Logan Airport's largest market, New York. Regional service was examined in Chapter 2 of the Airside Project Draft EIS/EIR and the Supplemental DEIS/FEIR. This analysis supports the conclusion that greater use of the regional airports will provide passengers within the service area of such airports with a viable alternative to Logan Airport. Since demand within Logan Airport's primary service area will remain strong, the improvements at other regional airports will not eliminate the need for airside projects at Logan Airport. Because the development of a second major airport would require ten to 15 years for site selection and environmental review in addition to a multi-year construction period, this option is not viewed as a solution to accommodating forecast demand over the next 20 years.
309.4	Regional Transportation	Passenger Rail	...the City, the Commonwealth, and Amtrak must move forward with the construction of a North-South Rail Link, and the continuing expansion of high-speed inter-city rail service (serving Boston-Worcester, for instance). We rely disproportionately on air transportation.	The restoration of Portland-Boston rail service was analyzed in the Airside Project Draft EIS/EIR. According to the Portland Rail study, more than 99 percent of travel in the Portland-Boston corridor is by automobile. The same study estimated that restoration of the rail service would have no impact on the amount of travelers using air because the rail travel time is not competitive with the air mode. Additionally, the air market is estimated at only 100,000 annual passengers. This is less than one-half of a percent of Logan Airport's total passenger traff in 1999. Refer to Section 2.4 of the Airside Project Draft EIS/EIR. Chapter 2 of the Supplemental DEIS/FEIR provides discussion of the entire region's air transportation system an includes a discussion of alternative modes, specifically, high-speed rail and the extent of Massport's active involvement in this area. Refer to response to Comments 6.6 and 6.7.

COMMENT PROCEDURE for: Draft Logan Airside Improvements (a.k.a. Runway 14/32) **EOEA #10458**

All comments on EIRs (environmental impact report) must refer to the EOEA file number. There may be other identifying numbers, but the EOEA file number is the one which must be used.

Comments not referring to the EOEA file number may not be considered.

LETTER 310

All comments must be received April 22, 1999

All mail concerning the environmental impact review process including filings, comments, and all associated materials must be addressed to:

Bob Durand, Secretary
Executive Office of Environmental Affairs
Attention: MEPA Office
Arthur Pugsley EOEA No. #10458
100 Cambridge Street - 20th Floor
Boston, MA 02202

Failure to address mail in this manner may result in delay of action on comments or no action on comments at all.

Dear Mr. Durand,

My comments to the EIR-Logan Airside Improvements Plan EOEA #10458 are as follows:

I oppose the plan to build the runway because 310.1
I disagree that it will reduce delays in the long
run. The better strategy is to address the
construction or development of another major
airport outside the city of Boston to "share 310.2
equally" the noise, delay, and high demand
problem.

I also wish to say that I deeply resent and am offended by Massport's strategy of suggesting that opposition to their plain is unfair to other communities who bear a greater brunt of the noise and traffic airport problems. This strategy was downright wrong, sanctimonious, divisive, and untrue, and it has caused me to contact my elected officials and advise them to pass legislation that diminishes Massport's independence and creates greater legislative oversight.

Name Magdalena Fernandez
Address 21 John Andrew St.
Jamaica Plain, MA 02130
Phone 617. 524. 8133
mst@mit.edu

Letter 310
Magdalena Fernandez
Private Citizens: Jamaica Plain

Code	Topic 1	Topic 2	Comment	Response
310.1	Alternatives	Runway 14/32	I oppose the plan to build the runway because I disagree that it will reduce delays in the long run.	Based on simulation modeling, Logan Airport experienced 120,000 hours of runway-related delays in 1998. If no actions are taken, runway-related delays are forecast to grow as high as 333,000 hours under a 37.5M High Fleet scenario. The Preferred Alternative produces immediate and long-term benefits by lowering runway delays by 38,000 hours if it had been in place in 1998, and by as much as 94,000 hours in the future 37.5M High Fleet scenario. Because of the impact of the regional alternatives, the 37.5M High Fleet scenario is not expected to be achieved until 2015. The sooner airside efficiencies are implemented; the more benefits will accrue over time. Section 4.6 of the Supplemental DEIS/FEIR shows that delay reduction benefits increase over time as traffic levels increase.
310.2	Regional Transportation	Regional Airports	...development of another major airport, outside...Boston to "share equally" the noise, delay, and high demand problem./	Because the development of a second major airport would require ten to 15 years for site selection and environmental review, in addition to a multi-year construction period, this option is not viewed as a solution to accommodating forecast demand over the next 20 years. Hanscom Field's potential service area overlaps with the service areas for several airports that already have the necessary infrastructure for commercial service. These airports are the Hanscom Field, T.F. Green/Providence, and Worcester Regional, all which have had or are undergoing major improvements to their terminal buildings, other landside facilities and airfields.

Comments to: Draft Logan Airside Improvements EOEA #10458

COMMENT PROCEDURE for: Draft Logan Airside Improvements (a.k.a. Runway 14/32) **EOEA #10458**

All comments on EIRs (environmental impact report) must refer to the EOEA file number. There may be other identifying numbers, but the EOEA file number is the one which must be used.

Comments not referring to the EOEA file number may not be considered.

LETTER 311

All comments must be received April 22, 1999
All mail concerning the environmental impact review process including filings, comments, and all associated materials must be addressed to:

Bob Durand, Secretary
Executive Office of Environmental Affairs
Attention: MEPA Office
Arthur Pugsley EOEA No. #10458
100 Cambridge Street - 20th Floor
Boston, MA 02202

Failure to address mail in this manner may result in delay of action on comments or no action on comments at all.

Dear Mr. Durand,

My comments to the EIR-Logan Airside Improvements Plan EOEA #10458 are as follows:

What about the quality of life for people who already feel the impact of the noise! Increased noise will make the City an unbearable place to live. ~~Wat~~ World class cities, don't destroy their city with a plan like this. 311.1

This is a short term solution. The problem will still be here if the runway is built. A BLUE RIBBON impartial panal is needed to study for another solution to the runway problem 311.2

Name Gerard M. Finch
Address 16 Alveston ST
Jamaica Plain Ma
Phone 617-522-0197

Letter 311

Gerard M. Finch

Private Citizens: Jamaica Plain

Code	Topic 1	Topic 2	Comment	Response
311.1	Alternatives	Runway 14/32	...for people who already feel the impact of the noise, increased noise will make the city an unbearable place to live.	Implementation of Runway 14/32 would not result in substantial noise impacts in any community. Rather, it would enable the air traffic controllers to adhere more closely to the PRAS goals and decrease the population that is most severely affected. For example, implementation of the Preferred Alternative will reduce the population affected by Day-Night Sound Level values greater than 70 dB by four percent with the 29 M Low Fleet scenario, by 67 percent with the 37.5 M High Fleet scenario, and by 39 percent with the High Regional Jet Fleet, while increasing the population exposed to Day-Night Sound Level values greater than 65 dB by two percent, zero percent, and three percent for these three fleet scenarios, respectively. Refer to Section 6.2.5 of the Supplemental DEIS/FEIR and population counts presented in Tables 6.2-3 through 6.2-8 of the Supplemental DEIS/FEIR.
311.2	Environmental Review Process	Blue Ribbon Panel	This is a short term solution. The problem will still be here if the runway is built. An...impartial panel is needed to study...another solution.	Based on simulation modeling, Logan Airport experienced 120,000 hours of runway-related delays in 1998. If no actions are taken, runway-related delays are forecast to grow as high as 333,000 hours under a 37.5M High Fleet scenario. The Preferred Alternative produces immediate and long-term benefits by lowering runway delays by 38,000 hours if it had been in place in 1998, and by as much as 94,000 hours in the future 37.5M High Fleet scenario. Because of the impact of the regional alternatives, the 37.5M High Fleet scenario is not expected to be achieved until 2015. The sooner airside efficiencies are implemented; the more benefits will accrue over time. Section 4.6 of the Supplemental DEIS/FEIR shows that delay reduction benefits increase over time as traffic levels increase. In January 2000, in response to the FAA's review of the Draft EIS, the FAA called for preparation of a Supplemental Draft EIS to address specific issues identified by the FAA following input from a SDEIS Panel consisting of six persons. At the FAA's direction, three SDEIS Panel members were appointed by the Governor of the Commonwealth of Massachusetts and three were appointed by the Mayor of the City of Boston.

Comments to: Draft Logan Airside Improvements EOEA #10458

COMMENT PROCEDURE for: Draft Logan Airside Improvements (a.k.a. Runway 14/32) EOEA #10458

All comments on EIRs (environmental impact report) must refer to the EOEA file number. There may be other identifying numbers, but the EOEA file number is the one which must be used.

Comments not referring to the EOEA file number may not be considered.

LETTER 312

All comments must be received April 22, 1999
All mail concerning the environmental impact review process including filings, comments, and all associated materials must be addressed to:

4/16/99

Bob Durand, Secretary
Executive Office of Environmental Affairs
Attention: MEPA Office
Arthur Pugsley EOEA No. #10458
100 Cambridge Street - 20th Floor
Boston, MA 02202

Failure to address mail in this manner may result in delay of action on comments or no action on comments at all.

Dear Mr. Durand,

My comments to the EIR-Logan Airside Improvements Plan EOEA #10458 are as follows:

I am deeply concerned about the impact Runway 14/32 will have on the environment. Massport has not studied the cumulative environmental impact. What will happen to the quality of life around the airport? What will the effects be on the ground & in the air? As a Jamaica Plain resident, I feel Massport must do a much more through and accurate study on the impact their actions will have on the environment. 312.1

Sincerely
Jacqueline Gambarin

Name Jacqueline Gambarini
Address 8 Everett Street
Phone Jamaica Plain MA
02130
617/524-7659

Letter 312
Jacqueline Gambarini
Private Citizens: Jamaica Plain

Code	Topic 1	Topic 2	Comment	Response
312.1	Alternatives	Runway 14/32	I am...concerned about the impact Runway 14/32 will have on the environment. Massport has not studied the cumulative environmental impact...on the ground and in the air...Massport must do a much more thorough and accurate study on the impact...on the environment.	The Airside Project Draft EIS/EIR and the Supplemental DEIS/FEIR analyze the environmental impacts of the Airside Project, consistent with established federal and state scoping directives. Appropriate mitigation associated with the Airside Project has also been established. Massport has programs in place to reduce the environmental impacts associated with Logan Airport as a whole. These initiatives are described in the *Logan Airport ESPR* and its updates.

COMMENT PROCEDURE for: Draft Logan Airside Improvements (a.k.a. Runway 14/32) **EOEA #10458**

All comments on EIRs (environmental impact report) must refer to the EOEA file number. There may be other identifying numbers, but the EOEA file number is the one which must be used.

Comments not referring to the EOEA file number may not be considered.

LETTER 313

All comments must be received April 22, 1999
All mail concerning the environmental impact review process including filings, comments, and all associated materials must be addressed to:

Bob Durand, Secretary
Executive Office of Environmental Affairs
Attention: MEPA Office
Arthur Pugsley EOEA No. **#10458**
100 Cambridge Street - 20th Floor
Boston, MA 02202

Failure to address mail in this manner may result in delay of action on comments or no action on comments at all.

Dear Mr. Durand,

My comments to the EIR-Logan Airside Improvements Plan EOEA #10458 are as follows:

It's ill conceived + short sighted. 313.1
Please send back + develop a
more comprehensive transportation
plan for a long term solution.

Name Tom Harrigan
Address 16 [illegible] Ave.
JP MA 02130
Phone

Code

[illegible]

Letter 313
Thomas Harrigan
Private Citizens: Jamaica Plain

Code	Topic 1	Topic 2	Comment	Response
313.1	Alternatives	Preferred Alternative	[Runway 14/32] is ill conceived and short sighted. Please...develop a more comprehensive transportation plan for a long term solution.	The improvement concepts evaluated in the Airside Project Analysis evolved from prior studies including the FAA's *Logan Capacity Enhancement Plan* (October 1992); the *Logan Runway Incursion Mitigation Plan/Taxiway Relocation Study* (December 1993); the *Logan Final GEIR* (July 1993); and the *Logan Airside Improvements Feasibility Study, Phase 1 Report*, published in July 1995. The FAA evaluated a numerous physical, operational, and administrative concepts for reducing Logan Airport delays in its *Boston Logan International Airport Capacity Enhancement Plan.* The FAA recommended several improvement concepts, including unidirectional Runway 14/32, for further study. These improvement concepts, as well as concepts from other studies, were individually examined by Massport in the *Logan Airside Feasibility Study*, published in July 1995. Based on the Feasibility study, some concepts were rejected and the most promising concepts were combined into the Alternatives considered in the Airside Project Draft EIS/EIR. The alternatives analysis in the Airside Project Draft EIS/EIR is consistent with state and federal scoping directives for the Airside Project. The results of the Airside analysis indicate that alternatives that include unidirectional Runway 14/32 provide the most benefit in terms of delay reduction and ability to achieve PRAS goals.

COMMENT PROCEDURE for: Draft Logan Airside Improvements (a.k.a. Runway 14/32) EOEA #10458

All comments on EIRs (environmental impact report) must refer to the EOEA file number. There may be other identifying numbers, but the EOEA file number is the one which must be used.

LETTER 314

Comments not referring to the EOEA file number may not be considered.

All comments must be received April 22, 1999
All mail concerning the environmental impact review process including filings, comments, and all associated materials must be addressed to:

Bob Durand, Secretary
Executive Office of Environmental Affairs
Attention: MEPA Office
Arthur Pugsley EOEA No. #10458
100 Cambridge Street - 20th Floor
Boston, MA 02202

Failure to address mail in this manner may result in delay of action on comments or no action on comments at all.

Dear Mr. Durand,

My comments to the EIR-Logan Airside Improvements Plan EOEA #10458 are as follows:

As of 1997 there are changes which caused a
great increase in traffic directly over my house 314.1
in the "Bourne" section of Jamaica Plain. What was
once a quiet neighborhood is now noisy because of
Massport /FAA unwillingness to disperse planes in 314.2
multiple paths over other parts of JP and Roslindale
[illegible] runway 27. The last thing I want is more
traffic my way. We in the 'Bourne' Section oppose
14/32. EOEA #10458

Name [illegible]
Address [illegible]
Boston, MA
Phone JAMAICA PLAIN

Letter 314
Eleanor Horner
Private Citizens: Jamaica Plain

Code	Topic 1	Topic 2	Comment	Response
314.1	Alternatives	Runway 14/32	We in the Bourne section [of Jamaica Plain] oppose 14/32 [because of flight volumes and noise].	Section 4.3 of the Supplemental DEIS/FEIR contains a history of PRAS development and performance at Logan Airport.
314.2	Noise	Impacts	Our once quiet neighborhood is now noisy because of Massport/FAA unwillingness to disperse planes in multiple paths over other parts of Jamaica Plain and Boston's Runway 27.	Refer to response to Comment 314.1.

Arthur L. Johnson
48 Robeson Street
Jamaica Plain, MA 02130
617-524-7911

facsimile transmittal

LETTER 315

To: Arthur Pugsley, Analyst, MEPA **Fax:** e-mail arthur.pugsley@state.ma.us.

From: Arthur L. Johnson, Esq. **Date:** 04/19/99

Re: Comments on FAA & Massport EIS **Pages:** 3

CC: Legislators, City Councilors, EPA

☒ **Urgent** ☐ **For Review** ☒ **Please Comment** ☒ **Please Reply** ☐ **Please Recycle**

• • • • • • • • • •

I could not attend the Airport meetings but want to voice my concerns re:

1. Fair distribution of flight increase - Massport means a more equal distribution over current flight parths; not
a fair and equal distribution of flights across all neighborhoods. Among those effected, some neighborhoods 315.1
will have less, others more, **but many will have none!** Is that fair? I cannot imagine my family's quality of
life or the plummeting real estate values in the Parkside neighborhood of J.P. once there are 56,000 more
flights overhead every year, and that increase is only the beginning of a business that is intent on growth.
On weekend mornings in our neighborhood, outdoors one has to stop talking when the planes fly over, 315.2
because of the excessive noise. After the community's 20 year fight, a law suit and an environmental impact
study, Massport aligned all Runway 27 flights over Franklin Park - an area set aside to provide a retreat
from urban noise and activity. The decision to move the flight path over Franklin Park was Massport's
answer to a quality of life comlaints. So, Instead of addressing the source of and quality of noise impact,
Massport just moved the noise to an area where it effected 6,000 fewer people. Is that intelligent problem
solving. **And in reality, it doesn't affect fewer people-the planes fly over my house.**

2. Noise levels: The FAA states that noise levels will improve as of 2000, because of new requirements on jet 315.3
engine noise levels. However, the FAA states they have no jurisdiction over small planes or helicopters.

3. No. of flights per day: Currently, those of us in the northwest flight path have a relief from the constant drone and frequent screams of overhead planes when the winds blow from other directions. The proposed new runway will allow Massport to schedule flights over Jamaica Plain at any time. I start hearing the planes at 6:09 on weekend mornings, and the intervals between planes seems as brief as 1-2 minutes apart. 315.4

4. Increase in number of flights, unacceptable noise levels and intervals between flyovers. These are the key impact issues. But my research has unearthed problems that interfere with resolving any of these issues to the community's satisfaction. Jurisdiction – there is no one entity with the authority to make all the decisions. The FAA has control over flight paths but not the number of planes allowed to land at any one airport. Apparently, no entity can say – enough is enough. We cannot accommodate any more planes at Logan. The FAA and Massport claim they have to accommodate every plane that wants to land. 315.5

5. Community Input opportunities – the environmental impact community process – By the time the environmental impact process is in place, we are all locked into a procedure that does not allow for problems solving. There are rules and regulations on procedures and authority that keep plans fixed in place. This means the community raises questions. Massport answers by defending its positions and plans. Whats the point. 315.6

6. When I talk to the FAA, they answer one question at a time with answers framed by their regulatory authority. They respond with limited, specific information to each question. They are not organized or authorized to solve problems. They only give out information . They have no obligation to paint the whole picture – or to give all the facts and implications of the facts.

7. Here are questions which I would like discussed? Why don't we have a regional authority that has the **authority/capacity to direct** airport use with the mandate to set limits on Logan's capacity. Business passengers can get to Boston or their destinations at Rte 128 or Rte495 just as quickly from outside in to the City as through the phenomenal traffic jams between the airport and the tunnels and then west. 315.7

8. If the airport has fewer delays, then more planes will be attracted to Logan. It is a fact that the proposed new runway is only a temporary solution, pushing the discussion into 2002 on how much air traffic is too much. All businesses are in the business to grow. Let Massport grow 315.8

in its regional capacity-not in East Boston only and at the sacrifice of the residents and neighborhoods Boston has been working to revitalize for the last 25 years. Protect your constituents. We have invested in this City. You spend Federal dollars to revitalize City neighborhoods. Are we out to undermine the efforts of the last 2 decades? Haven't we learned our lesson around neglect, degradation, blight. Improve the quality of life, do not diminish it.

9. Do not sacrifice us. Businesses in Boston will continue to flourish and grow as long as you protect the quality of life in Boston. There are always new ways to make money. Witness the invention of the condominium. Nothing physically changed. A concept – a way of thinking about a physical resource changed and suddenly landlords had the opportunity to increase the value of their holdings by doing nothing but changing the ownership structure. Massport needs to make a paradigm shift. They wouldn't have even discussed taking over Worcester Airport if the communities had not risen up against Runway 14/32. And now they say they can't help Worcester immediately because of lack of road access. What about public transportation-commuter rail. Wait to impose 14/32 until Worcester access is solved. See if we need it. 315.8 (cont.)
10. Do not allow any process to proceed which will allow Runway 14/32 to become a reality until other ideas have been implemented and the effects observed. Once you build it, you will not be able to turn back. We will suffer forever – and the suffering will increase endlessly.
11. Mitigation is useless – who can soundproof the outdoors – **make the jet engine manufacturers produce quieter planes, planes with no jet fuel sprays.** 315.9
12. Make the airlines meet all maintenance requirements – **prevent parts from falling out onto people's backyards.** Do all of these things and then talk to us about Runway 14/32. 315.10
13. Another important violation of the EIS is that Runway 27 flight path is over almost every public housing complex from South Boston through the Washington Street Corridor. 315.11

including Castle Square, Orchard Park, Academy Homes (I've left out a few) – and then it destroys the tranquility of Franklin Park. Too bad we don't have Hollywood types like Don Henley and Whoopi Goldberg protecting Franklin Park the way they protect Walden Pond.

Sincerely,

Arthur L. Johnson 48 Robeson Street, Jamaica Plain 02130

Letter 315
Arthur L. Johnson
Private Citizens: Jamaica Plain

Code	Topic 1	Topic 2	Comment	Response
315.1	Noise	Runway Use	Massport...[does not propose] a fair and equal distribution of flights across all neighborhoods...some neighborhoods will have less, others more, but many will have none...Massport aligned all Runway 27 flights over Franklin Park [to address quality of life complaints and to affect 6,000 fewer people]...instead of addressing the source of and quality of noise impact.	The Supplemental DEIS/FEIR projects that the Preferred Alternative would promote runway use in a manner that is more consistent with annual PRAS goals. The total number of departures from Runway 27 (over South Boston, Roxbury, and Jamaica Plain) would increase, but the number of equivalent jet operations would remain essentially the same. The difference in these communities would be fewer nighttime operations and more daytime operations but the same noise impacts. Total departures from Runway 33L and arrivals to Runway 15R (over East Boston and Chelsea) would increase, but most of these are non-jets. These runway operations are currently running well below the PRAS goals, and the unidirectional Runway 14/32 would allow the controllers to approach, but still remain below the annual goals for these operations. Additionally, by increasing the number of operations over water, Runway 14/32 would reduce the total annual hours of dwell and persistence over populated areas in accordance with short-term PRAS goals. The Supplemental DEIS/FEIR projects that the Preferred Alternative would promote runway use in a manner that is more consistent with annual PRAS goals. The total number of departures from Runway 27 (over South Boston, Roxbury, and Jamaica Plain) would increase, but the number of equivalent jet operations would remain essentially the same. The difference in these communities would be fewer nighttime operations and more daytime operations but the same noise impacts. Total departures from Runway 33L and arrivals to Runway 15R (over East Boston and Chelsea) would increase, but most of these are non-jets. These runway operations are currently running well below the PRAS goals, and the unidirectional Runway 14/32 would allow the controllers to approach, but still remain below the annual goals for these operations. Additionally, by increasing the number of operations over water, Runway 14/32 would reduce the total annual hours of dwell and persistence over populated areas in accordance with short-term PRAS goals.
315.2	Noise	Runway Use	...my family's...real estate values [will plummet] in the Parkside neighborhood of Jamaica Plain once there are 56,000 more flights overhead every year.	Refer to response to Comment 315.1.
315.3	Noise	Impacts	The FAA states that noise levels will improve as of 2000, because of new requirements on jet engine noise levels. However, the FAA states they have no jurisdiction over small planes or helicopters.	The FAA has rulemaking authority over the noise levels of all new aircraft, including light airplanes and helicopters. In fact there are provisions of FAR Part 36 that apply to those aircraft types.
315.4	Alternatives	Runway 14/32	Currently, those of us in the northwest flight path have a relief from...overhead planes when the winds blow from other directions. The proposed new runway will allow Massport to schedule flights over Jamaica Plain at any time...Increase in number of flights, unacceptable noise levels and intervals between flyovers...are the key impact issues.	The Supplemental DEIS/FEIR projects that the Preferred Alternative would promote runway use in a manner that is more consistent with annual PRAS goals. The total number of departures from Runway 27 (over South Boston, Roxbury, and Jamaica Plain) would increase, but the number of equivalent jet operations would remain essentially the same. The difference in these communities would be fewer nighttime operations and more daytime operations but the same noise impacts.

Code	Topic 1	Topic 2	Comment	Response
315.5	Environmental Review Process	FAA/NEPA	...there is no one entity with the authority to make all the decisions. The FAA has control over flight paths but not the number of planes allowed to land at any one airport. Apparently, no entity can say—enough is enough...The FAA and Massport claim they have to accommodate every plane that wants to land. When I talk to the FAA...they respond with limited, specific information to each question...they have no obligation to paint the whole picture—or to give all the facts and implications of the facts...Why don't we have a regional authority that has the authority/ capacity to direct airport use with the mandate to set limits on Logan's capacity.	Federal constitutional provisions (preemption, commerce clause, equal protection), federal aviation statutes and regulations, and contractual provisions related to covenants in connection with the Federal Airport Improvement Program grants which Massport receives, restrict Massport's ability to limit the number of aircraft operations. Since Aviation Deregulation in 1979, airlines have been free to select their own markets, schedules and equipment without Federal, State or local intervention.
315.6	Environmental Review Process	Public Process	...the environmental impact community process [is inadequate]—By the time the environmental impact process is in place, we are all locked into a procedure that does not allow for problems solving...[Instead] Massport...defending its position and plans,	There was an extensive public participation and review process during the preparation of the Airside Project Draft EIS/EIR. Public comments were received on the ENF after it was filed during the summer of 1995. In the fall of 1995, several public scoping sessions were held to provide community input to the subsequent state and federal scopes for the project. To assure that the Airside analysis was conducted with awareness and input from all concerned parties, the Massport Board established the Airside Review Committee (ARC), which consists of the Community Advisory Committee (with representatives from 24 communities surrounding Logan Airport), and 11 businesses and industry organizations. Massport also funded independent consultants for the CAC to provide them with the capacity to professionally assess the analysis and conclusions of the Airside Study. Between 1995 and 1999, Massport held 16 meetings with the ARC, an additional 15 meetings with just the CAC, and several meetings with the CAC consultants. In addition, Massport made 29 presentations to elected officials, most of whom represent Logan Airport's neighboring communities, and Massport held 45 meetings with community and business leaders, reaching an audience of more than 3,000 people. During the public comment period on the Airside Project Draft EIS/EIR, the FAA held two public hearings. In January 2000, in response to the FAA's review of the Draft EIS, the FAA called for preparation of a Supplemental Draft EIS to address specific issues identified by the FAA following input from a SDEIS Panel consisting of six persons. At the FAA's direction, three SDEIS Panel members were appointed by the Governor of the Commonwealth of Massachusetts and three were appointed by the Mayor of the City of Boston. Under the direction of the New England Region FAA, the SDEIS Panel convened in March of 2000 and then met at least monthly with a final meeting in December of 2000. A total of 12 meetings were held. To provide the appropriate background, the SDEIS Panel was presented with an Interim Supplemental Draft EIS, the Draft EIS/EIR, answers to key letters written by members of the public, concerned agencies and public officials responding to the Draft EIS/EIR, and a series of 15 visual and written presentations from the Project's technical consulting team and other independent industry experts.

Code	Topic 1	Topic 2	Comment	Response
315.7	Regional Transportation	Regional Airports	Business passengers can get to Boston or their destination at Route 128 or Route 495 just as quickly from outside in to the City as through the phenomenal traffic jams between the airport and the tunnels and then west...Let Massport grow in its regional capacity....	Logan Airport is part of a regional system of airports that includes T.F. Green/Providence, Worcester Regional and Manchester airports. Massport has long recognized that service development and increased passenger traffic at these airports are an important part of the region's long-term strategy to accommodate passenger and activity growth. Massport has actively encouraged the development of regional airports and use of other options, including high-speed rail to Logan Airport's largest market, New York. Regional service was examined in Chapter 2 of the Draft EIS/EIR and the Supplemental DEIS/FEIR. This analysis supports the conclusion that greater use of the regional airports will provide passengers within the service area of such airports with a viable alternative to Logan Airport. Since demand within Logan Airport's primary service area will remain strong, the improvements at other regional airports will not eliminate the need for airside projects at Logan Airport. With recent service developments, Manchester and T.F. Green/Providence airports are becoming attractive options for air passengers that originate in communities north and south of Routes I-95 and I-495. By its agreement to assume operational responsibility and the eventual ownership of the Worcester Regional Airport, Massport is working to increase air services at Worcester Regional Airport and is working to increase the airport's role in accommodating air travel demand generated in communities west of I-95 and I-495.
315.8	Alternatives	Runway 14/32	...the proposed new runway is only a temporary solution...Massport needs to make a paradigm shift...Wait to impose 14/32 until [ground transportation access to] Worcester...is solved. See if we need it...Do not...allow Runway 14/32 to become a reality until other ideas have been implemented and the effects observed.	Chapter 2 of the Supplemental DEIS/FEIR provides a discussion of the specific role played by the regional transportation alternatives and steps that Massport has taken to foster use of these alternatives. Massport has long recognized and has been a proponent of options to Logan Airport. Together with the regional airports, Massport has implemented a regional strategy to enhance the use of options to Logan Airport. In the Airside Project Draft EIS/EIR, Massport identified up to 7.3 million annual passengers that could be absorbed by regional alternatives that include use of T.F. Green/Providence, Manchester and Worcester Regional airports, as well as the new high-speed rail to New York. In the Supplemental DEIS/FEIR, Massport recognizes that these developments will slow Logan Airport's passenger traffic growth. Logan Airport may not achieve the 37.5 million passenger forecasts until after 2010, but rather closer to 2015, and the 45 million passenger forecasts may not be achieved until after 2020. While regional alternatives can play an important role in reducing the rate of future traffic growth at Logan Airport, they do not address Logan Airport's inability to efficiently accommodate current levels of demand during northwest wind conditions. Runway 14/32, which is designed to correct the problem with Logan Airport's layout, is necessary to correct this deficiency and provides clear benefits at current aircraft traffic levels. These benefits will only increase in the future, even as developments at the regional airports act to reduce the rate of future growth at Logan Airport.
315.9	Noise	Sound Insulation	Mitigation is useless—who can soundproof the outdoors—make the jet engine manufacturers produce quieter planes, planes with no jet fuel sprays.	The FAA has preemptive rule-making authority for quieting aircraft at the source. Neither Massport nor any entity other than the FAA can force manufacturers to comply with noise limits.

Code	Topic 1	Topic 2	Comment	Response
315.10	Alternatives	Runway 14/32	Make the airlines meet all maintenance requirements—prevent parts from falling out onto people's backyards.	All United States and foreign airlines operating at Logan Airport must comply with very strict maintenance procedures and inspections to prevent such incidents. Runway 14/32 will reduce the number of flights over populated areas and increase them over the harbor.
315.11	Environmental Justice	Impacts	...Runway 27 flight path is over almost every public housing complex from South Boston through the Washington Street Corridor....	Winthrop is actually the most severely affected by high noise exposure levels, now and in the future regardless of which alternative is implemented. However, the Preferred Alternative will provide some noise benefit to Winthrop, as well as to parts of East Boston and Revere that are also exposed to higher noise levels than South Boston. Low income and minority populations were defined in accordance with Federal Executive Order 12898, the Final United States Department of Transportation Order, and the Council on Environmental Quality's guidance on environmental justice. In addition, the analysis of low-income populations was expanded to include households at 150 percent of poverty level. The data presented are based on the most recently available census data (1990) using Geographic Information System (GIS) technology to analyze impacts at the most detailed level possible. Refer to Sections 6.8.3 and 6.8.5 of the Supplemental DEIS/FEIR for a discussion of the analytical methodology and results, respectively.

LETTER 316

BARBARA KAPLAN
PLANNING & DEVELOPMENT

April 7, 1999

Mr. Arthur Pugsley
MA Environmental Protection Agency
100 Cambridge Street
Boston, MA 02110

Dear Mr. Pugsley:

316.1 I urge you to oppose Runway 14/32. Its development has little to do with delay reduction and
everything to do with expansion of capacity at Logan. The runway plan is not about improving
service for passengers. Its about allowing for undirected, limitless growth. There are many other
ways to improve service. **Give us a chance to let you know our ideas.** Massport should be
conducting a comprehensive planning process, with residents at the planning table before they
push forward with changes at Logan. Their planning process should take into account regional 316.2
resources, existing and potential intermodal transportation improvements, the future of Boston as a
world class city, and the quality of life for those residents who have made a commitment to remain
in the City.

316.3 *Residents of Boston and surrounding areas who already bear an unfair portion of the noise, air pollution and auto traffic caused by Logan will be permanently, negatively impacted with triple the amount of planes passing over our homes, if 14/32 is built.* We need airport RELIEF, not additional negative impacts!

316.4 **The Parkside neighborhood of Jamaica Plain, where I live, abuts Franklin Park. It is now right under the flight path of Runway 27. Flights operate at one minute intervals for takeoffs starting at 6:00am on the days when there is a northwest wind, allowing for no relief from the constant drone overhead.** Massport states that "56,000 and growing" flights is the "fair" number projected annually for this neighborhood. When and if they build Runway 14/32 which will work in combination with Runway 27, there will be flights every day over my neighborhood, regardless of wind direction. This number, "56,000 and growing" they say, represents only 17% of all Logan flights. However, 17% translates into an *instant* "40,000" *additional* flights and growing" over my house annually. The prospect is *appalling*. I am already negatively effected by 17,000 – 18,000 planes a year. The other morning, there were a minimum of five, if not six planes roaring overhead in just seven minutes, and this is a common pattern.

316.5 **Runway 27's flight path burdens Parkside with Excessive noise, vibrations, environmental pollutions, health and safety factors.** This flight path was moved over our heads within the last two years. What a surprise to those of us who had been living in this quiet neighborhood for decades, even generations. In response to a suit against Massport filed by the Runway 27 Coalition, Massport moved the flight path over Franklin Park where it now effects a predominantly poor, minority neighborhood. Instead of addressing the underlying causes of noise and environmental pollution brought up in the suit, Massport chose a cheap and short-sighted tactic – just push the problem southward. This strategy exposed Massport's modus operandi – Find a quick and dirty solution and push it through by riding herd over residents valid concerns.

Massport never notified Parkside residents that their neighborhood was about to be degraded. They just violated our pristine environment and Boston's unique and historic urban park – site of wild woods, peaceful overlooks, playing fields, a golf course, and a Zoo, all recently upgraded with mega-dollars of City improvements. Pushing the flight path over our heads was Massport's easy out. **Once again, Massport avoided/ignored the opportunity to create a visionary longterm "real" improvement plan for Logan** and its neighbors. Massport's own data documented that the problems – high levels of noise, air pollution, health and safety factors would remain the same. The only thing that would change was that 6,000 fewer households would be subjected to the impact of the Runway 27 flight path. Did Massport acknowledge that the newly effected area would be home to thousands of minority and poor residents and that it was violating federal laws prohibiting the shunting of environmental problems onto minority neighborhoods. Did they approach the Parkside Neighborhood Association to inquire about the current impact of their flight path on our neighborhood, before they decided to triple the impact. **No!**

Runway 27's flight path affects Parkside residents in at least four ways:

1. The planes not only inflict unacceptable noise levels to the area which force residents to interrupt conversations out-doors until they pass overhead, but they also drone out TV and radio programs indoors.
2. The planes turn north or south towards their final destination over our heads as well. The turn
   doubles the noise impact by lengthening the duration of noise overhead and shortening the 316.5
   relief of no noise intervals between flights.
3. To make matters worse, many of the planes fly at lower altitudes over Jamaica Plain than do similar flights leaving from other runways. At lower heights, noise levels are louder, further
   increasing the noise level. (cont.)
4. The neighborhood faces the prospect of perpetual growth at Logan, *so that the number of flights will continue to increase whether or not Massport builds Runway 14/32.*

With these five pre-existing conditions, the neighborhood is already demoralized and degraded.
Adding "forty thousand and growing" more planes annually, will exacerbate an intolerable 316.6
situation. Who is there who can put a limit on perpetual growth at Logan? Both Massport and the
FAA claim they cannot limit landings. Who can? What is the answer to that and hundreds of
other questions that residents never get a chance to ask or have answered fully. I am frustrated
with the public forums. Too many prepared speeches – too few honest and informed discussions.
There is never enough time to obtain accurate and complete answers to questions. Although
public meetings are forums for the public to voice opposition and raise issues, they do not offer
the opportunity to sort out any one idea or issue.

Do we have to leave it to the lawyers and courts or can you require Massport to look to the causes
and make a paradigm shift in their planning process. Massport does not discuss issues. They 316.7
spew facts and figures – the ones they want to present. They are masters at public relations. They
are not problem solvers; they are defenders of their plans. They have an answer for everything
and dismiss arguments with their own opposing statistics, platitudes and, often a patronizing
attitude. What they don't say is key, but there is never enough time to identify the gaps in their
arguments. They are self-righteous about not dealing with issues over which they have no
jurisdiction and therefore they propose solutions by default. Although it takes longer to effect
change at a federal level, Massport can work with the FAA to do so, and they do when it is in their
interest. At public forums, they hide behind jurisdictional divides to suit their purposes.

Can you, and if not you, who can force Massport to work with all parties affected and involved to 316.8
produce a workable, long-range, plan that addresses long-term growth? This must take place
before Massport creates more and bigger problems with its short term, short-sighted solutions. As
delays have actually been reduced in the last several years, Massport can and should wait before 316.9
attempting to implement Runway 14/32. It is a strategy that they themselves acknowledge will
only reduce the impact over some neighborhoods by 20% initially. They also acknowledge that 316.10
there will be increased use of the airport every year, completely eliminating any short term
benefits they gain. **Most importantly, they ignore the fact that Runway 14/32 will instantly,**

permanently harm residents by imposing over "40,000 and growing" more flights over neighborhoods, instantly, permanently degrading quality of life and real estate values. 316.11

I beg you and others with authority to intervene, to have Massport withdraw their one-sided and incomplete environmental report now.

- Do not allow their skillfully coordinated public relations effort eliminate the injunction on Airport expansion .
- Do not approve their environmental impact statement.
- Do not let them proceed to the next legal level.
- Stop them now while there is still a chance for a rational discussion, regional, intermodal, participatory planning.
- Include all involved, affected parties and those with creative ideas in the planning process.

Boston will continue to grow and benefit economically whether it takes ¾ hr to get to Boston via a backed up tunnel or bridge or on the MA pike. It has grown despite all the current problems that Massport claims. *Everyone will benefit, Massport included, if the push to change is halted and Massport involves residents and other outside interests at the planning table, not just in the audience during comment periods.*

I believe everyone would avoid the traffic jams at Logan if they had another option. When I visit Washington, I take advantage of lower fares and easier access by flying to Dulles. Boston could offer similar options within its greater metropolitan area. To do this well, there has to be an intermodal transportation plan. Buses and commuter rail have to get people to the various airports along with diverse roadway approaches. ***It can be done. Lets do it.*** Proscribe that all the parties and others with creative solutions work together to develop a structural solution that best meets everyone's concerns and needs.

Do not turn your back on the cities and towns that bear the burden of Logan. When "40,000 and growing" additional planes are allowed to fly over our heads under Runway 27 flight path – many will flee their neighborhoods, repeating the abandonment of the City that took place over a generation ago. An instantaneous increase of "40,000 and growing" flights overhead is unthinkable.

Would you stand for that environmental degradation over your house and yard? I don't think so.

Thank you for your attention to my concerns.

Barbara Kaplan

Barbara Kaplan
Concerned Resident

Letter 316
Barbara Kaplan
Private Citizens: Jamaica Plain

Code	Topic 1	Topic 2	Comment	Response
316.1	Alternatives	Runway 14/32	I urge you to oppose Runway 14/32, [which]...has little to do with delay reduction and everything to do with expansion of capacity at Logan.	The Preferred Alternative, and specifically unidirectional Runway 14/32, would not increase Logan Airport's normal airfield capacity of approximately 120 operations per hour. This capacity is available at Logan Airport approximately 80 percent of the time. Runway 14/32 would allow Logan Airport to maintain this capacity during periods of strong northwest winds that now require controllers to operate on only one or two runways, compared to the typical three-runway configurations used at Logan Airport. The runway will not increase Logan Airport's normal operating capacity, nor will it encourage or induce an increase in aircraft operations.

Code	Topic 1	Topic 2	Comment	Response
316.2	Environmental Review Process	Public Process	There are many other ways to improve service. Massport should be conducting a comprehensive planning process...residents [should be] at the planning table before they push forward with changes at Logan. The planning process should take into account regional resources, existing and potential intermodal transportation improvements...and the quality of life....	There was an extensive public participation and review process during the preparation of the Airside Project Draft EIS/EIR. Public comments were received on the ENF after it was filed during the summer of 1995. In the fall of 1995, several public scoping sessions were held to provide community input to the subsequent state and federal scopes for the project. To assure that the Airside analysis was conducted with awareness and input from all concerned parties, the Massport Board established the Airside Review Committee (ARC), which consists of the Community Advisory Committee (with representatives from 24 communities surrounding Logan Airport), and 11 businesses and industry organizations. Massport also funded independent consultants for the CAC to provide them with the capacity to professionally assess the analysis and conclusions of the Airside Study. Between 1995 and 1999, Massport held 16 meetings with the ARC, an additional 15 meetings with just the CAC, and several meetings with the CAC consultants. In addition, Massport made 29 presentations to elected officials, most of whom represent Logan Airport's neighboring communities, and Massport held 45 meetings with community and business leaders, reaching an audience of more than 3,000 people. During the public comment period on the Airside Project Draft EIS/EIR, the FAA held two public hearings. In January 2000, in response to the FAA's review of the Draft EIS, the FAA called for preparation of a Supplemental Draft EIS to address specific issues identified by the FAA following input from a SDEIS Panel consisting of six persons. At the FAA's direction, three SDEIS Panel members were appointed by the Governor of the Commonwealth of Massachusetts and three were appointed by the Mayor of the City of Boston. Under the direction of the New England Region FAA, the SDEIS Panel convened in March of 2000 and then met at least monthly with a final meeting in December of 2000. A total of 12 meetings were held. To provide the appropriate background, the SDEIS Panel was presented with an Interim Supplemental Draft EIS, the Draft EIS/EIR, answers to key letters written by members of the public, concerned agencies and public officials responding to the Airside Project Draft EIS/EIR, and a series of 15 visual and written presentations from the Project's technical consulting team and other independent industry experts. The alternative analysis conforms to FAA and MEPA scoping directives. The impact of the regional alternatives has been addressed through the study of a range of forecast activity levels. Refer to Chapter 2 of the Airside Project Draft EIS/EIR and the Supplemental DEIS/FEIR for a comprehensive discussion of regional alternatives. Massport advocates increased use of the regional airports and high-speed rail services, in addition to construction of Runway 14/32 and the other airside improvement projects at Logan Airport, as a comprehensive plan for ensuring an efficient and balanced regional transportation system. As the analysis in Chapter 2 of this Supplemental DEIS/FEIR indicates, these off-airport alternatives are expected to reduce aircraft traffic growth pressures at Logan Airport, but they will not eliminate airside delays at Logan Airport that occur because of a third operating runway during periods of northwest winds. The Preferred Alternative, which specifically addresses this deficiency, is necessary and provides clear benefits at current aircraft traffic levels. These benefits will only increase in the future, even as developments at the regional airports and high-speed rail to New York act to reduce the rate of future growth at Logan Airport.

Code	Topic 1	Topic 2	Comment	Response
316.3	Alternatives	Runway 14/32	Residents of Boston and surrounding areas who already bear an unfair portion of the noise, air pollution and auto traffic caused by Logan will be permanently, negatively impacted with triple the amount of planes passing over our homes, if 14/32 is built.	The Supplemental DEIS/FEIR projects that the Preferred Alternative would promote runway use in a manner that is more consistent with annual PRAS goals. The total number of departures from Runway 27 (over South Boston, Roxbury, and Jamaica Plain) would increase, but the number of equivalent jet operations would remain essentially the same. The difference in these communities would be fewer nighttime operations and more daytime operations but the same noise impacts.
316.4	Alternatives	Runway 14/32	The Parkside neighborhood...is...right under the flight path of Runway 27. Flights operate at one minute intervals...starting at 6:00 a.m...when there is a northwest wind, allowing for no relief...Massport states that "56,000 and growing" flights is the "fair" number projected annually for this neighborhood. [an increase of 40,000 flights annually]...if they build Runway 14/32...there will be flights every day over my neighborhood, regardless of wind direction.	The Supplemental DEIS/FEIR projects that the Preferred Alternative would promote runway use in a manner that is more consistent with annual PRAS goals. The total number of departures from Runway 27 (over South Boston, Roxbury, and Jamaica Plain) would increase, but the number of equivalent jet operations would remain essentially the same. The difference in these communities would be fewer nighttime operations and more daytime operations but the same noise impacts. The Preferred Alternative, and specifically unidirectional Runway 14/32, would not increase Logan Airport's normal airfield capacity of approximately 120 operations per hour. This capacity is available at Logan Airport approximately 80 percent of the time. Runway 14/32 would allow Logan Airport to maintain this capacity during periods of strong northwest winds that now require controllers to operate on only one or two runways, compared to the typical three-runway configurations used at Logan Airport. The runway will not increase Logan Airport's normal operating capacity, nor will it encourage or induce an increase in aircraft operations.
316.5	Environmental Justice	Impacts	Runway 27's...flight path was moved over our heads within the last two years. In response to a suit against Massport filed by the Runway 27 Coalition, Massport moved the flight path over Franklin Park where it now effects a predominantly poor, minority neighborhood. ...Massport chose a ...short-sighted tactic [and relocated the flight path to affect 6,000 fewer households]...Massport never notified Parkside residents that their neighborhood was about to be degraded [by relocating the flight path of Runway 27] ...Runway 27's flight path...inflicts unacceptable noise levels, ...[which is extended in duration when] the planes turn north or south towards their final destination over our heads...many of the planes fly at lower altitudes over Jamaica Plain than do similar flights leaving from other runways...the number of flights will continue to increase whether or not Massport builds Runway 14/32.	It is the FAA, not Massport, who was responsible for evaluating and implementing the new departure procedure for Runway 27, and it is the FAA who continues to refine the procedure so that aircraft might improve their conformance with the desired corridor specified by the FAA in its Record Of Decision for the Runway 27 EIS. FAA provided notice and opportunity for comment throughout the Runway 27 EIS process as required by law. The Preferred Alternative with the added flexibility afforded by the new unidirectional Runway 14/32 will result in greater use of Runway 27 than currently exists and will cause increased noise in Jamaica Plain but at DNL levels well below 60 dB.
316.6	Environmental Review Process	FAA/NEPA	Who is there who can put a limit on perpetual growth at Logan? Both Massport and the FAA claim they cannot limit landings. Who can?	The Airside Project will not change Logan Airport's airfield capacity of approximately 120 aircraft operations per hour. Regarding caps on airport operations, federal constitutional provisions (preemption, commerce clauses, equal protection), federal aviation statutes and regulations, and contractual provisions related to covenants in connection with the Federal Airport Improvement Program grants which Massport receives, restrict Massport's ability to control the number of aircraft operations at Logan Airport. Massport has undertaken a comprehensive mitigation program, such as Logan Airport Noise Rules, for those areas that fall within its powers as proprietor of Logan Airport, which are not preempted under federal law.

Code	Topic 1	Topic 2	Comment	Response
316.7	Environmental Review Process	Public Process	I am frustrated with the public forums. There is never enough time to obtain accurate and complete answers to questions...public meetings...do not offer the opportunity to sort out any one idea or issue...Massport...are not problem solvers; they are defenders of their plans...and dismiss arguments....	There was an extensive public participation and review process during the preparation of the Airside Project Draft EIS/EIR. Public comments were received on the ENF after it was filed during the summer of 1995. In the fall of 1995, several public scoping sessions were held to provide community input to the subsequent state and federal scopes for the project. To assure that the Airside analysis was conducted with awareness and input from all concerned parties, the Massport Board established the Airside Review Committee (ARC), which consists of the Community Advisory Committee (with representatives from 24 communities surrounding Logan Airport), and 11 businesses and industry organizations. Massport also funded independent consultants for the CAC to provide them with the capacity to professionally assess the analysis and conclusions of the Airside Study. Between 1995 and 1999, Massport held 16 meetings with the ARC, an additional 15 meetings with just the CAC, and several meetings with the CAC consultants. In addition, Massport made 29 presentations to elected officials, most of whom represent Logan Airport's neighboring communities, and Massport held 45 meetings with community and business leaders, reaching an audience of more than 3,000 people. During the public comment period on the Airside Project Draft EIS/EIR, the FAA held two public hearings. In January 2000, in response to the FAA's review of the Draft EIS, the FAA called for preparation of a Supplemental Draft EIS to address specific issues identified by the FAA following input from a SDEIS Panel consisting of six persons. At the FAA's direction, three SDEIS Panel members were appointed by the Governor of the Commonwealth of Massachusetts and three were appointed by the Mayor of the City of Boston. Under the direction of the New England Region FAA, the SDEIS Panel convened in March of 2000 and then met at least monthly with a final meeting in December of 2000. A total of 12 meetings were held. To provide the appropriate background, the SDEIS Panel was presented with an Interim Supplemental Draft EIS, the Draft EIS/EIR, answers to key letters written by members of the public, concerned agencies and public officials responding to the Draft EIS/EIR, and a series of 15 visual and written presentations from the Project's technical consulting team and other independent industry experts.

Code	Topic 1	Topic 2	Comment	Response
316.8	Environmental Review Process	Public Process	Massport...[must] work with all parties affected...to produce a workable, long-range plan that addresses long-term growth...before Massport creates more and bigger problems with its short term...solutions. Everyone will benefit, Massport included, if the push to change is halted and... [Massport involves residents and other outside interests at the planning table, not just in the audience during comment periods.]	There was an extensive public participation and review process during the preparation of the Draft EIS/EIR. Public comments were received on the ENF after it was filed during the summer of 1995. In the fall of 1995, several public scoping sessions were held to provide community input to the subsequent state and federal scopes for the project. To assure that the Airside analysis was conducted with awareness and input from all concerned parties, the Massport Board established the Airside Review Committee (ARC), which consists of the Community Advisory Committee (with representatives from 24 communities surrounding Logan Airport), and 11 businesses and industry organizations. Massport also funded independent consultants for the CAC to provide them with the capacity to professionally assess the analysis and conclusions of the Airside Study. Between 1995 and 1999, Massport held 16 meetings with the ARC, an additional 15 meetings with just the CAC, and several meetings with the CAC consultants. In addition, Massport made 29 presentations to elected officials, most of whom represent Logan Airport's neighboring communities, and Massport held 45 meetings with community and business leaders, reaching an audience of more than 3,000 people. During the public comment period on the Draft EIS/EIR, the FAA held two public hearings. In January 2000, in response to the FAA's review of the Draft EIS, the FAA called for preparation of a Supplemental Draft EIS to address specific issues identified by the FAA following input from a SDEIS Panel consisting of six persons. At the FAA's direction, three SDEIS Panel members were appointed by the Governor of the Commonwealth of Massachusetts and three were appointed by the Mayor of the City of Boston. Under the direction of the New England Region FAA, the SDEIS Panel convened in March of 2000 and then met at least monthly with a final meeting in December of 2000. A total of 12 meetings were held. To provide the appropriate background, the SDEIS Panel was presented with an Interim Supplemental Draft EIS, the Draft EIS/EIR, answers to key letters written by members of the public, concerned agencies and public officials responding to the Airside Project Draft EIS/EIR, and a series of 15 visual and written presentations from the Project's technical consulting team and other independent industry experts.

Code	Topic 1	Topic 2	Comment	Response
316.9	Purpose and Need	Delay	...before Massport creates more and bigger problems with its short term...solutions. As delays have actually been reduced in the last several years, Massport can and should wait before attempting to implement Runway 14/32.	Logan Airport flight delays, as measured by the FAA, did decline between 1993 and 1997. Nevertheless, the same data show that Logan Airport was consistently ranked as o of the nation's most delayed airports throughout this period. In 1998, delayed flights at Logan Airport, as reported by the FAA increased by more than 30 percent, and continued to increase in 2000. In 2000, Logan was the second most delayed airport for arrivals in the US. This represents the worst rank in Logan's history. There are three reasons for the decline in delays between 1993 and 1997. First, in 1997, the number of hourly scheduled flights was less than Logan Airport's normal operating capacity of 120 flights per hour, unlike 1993, whe airlines scheduled flights well beyond Logan Airport's hourly capacity. Second, Logan Airport's hourly demand profile is flatter than it was in 1993. Airlines are spreading scheduled flights throughout the day taking advantage of Logan Airpor off-peak hours (*e.g.*, 10 AM to 1 PM). Finally, airlines are carrying more passengers per flight. In fact, with roughly the same number of flights as in 1993, Logan Airport accommodated over 3 million more passengers. One reaso for this is that the regional carrier network serving New England is more efficient. In 1993, there were three regional carrier systems serving 2.1 million regional passengers at Logan Airport. Since 1994, Logan Airport has been served b two regional airline systems (Business Express, now American Eagle, and US Airways Express). These carriers handled 2.2 million Logan Airport passengers in 1998. Key lessons learned from this are: 1) while PPP might work conditions of overscheduling, such as the 1993 environment because there is no sustained period of flight overschedulin at Logan Airport today, PPP would not provide meaningful delay reduction in the current operating environment; and 2) while delays declined from 1993 to 1997, Logan Airport continued to be one of the most delayed airports in the country because, even though carriers were more efficient a scheduling flights, delays caused by wind and weather continued to occur.
316.10	Alternatives	Runway 14/32	...[The preferred alternative will only reduce the impact over some neighborhoods by 20% initially [and]...there will be increased use of the airport every year, completely eliminating any short term benefits they gain.	Implementation of Runway 14/32 would not result in substantial noise impacts in any community. Rather, it would enable the air traffic controllers to adhere more closely to the PRAS goals and decrease the population that is most severely affected. Refer to Section 6.2.5 of the Supplemental DEIS/FEIR and population counts presented in Tables 6.2-3 through 6.2-8 of the Supplemental DEIS/FEIR.
316.11	Regional Transportation	Regional Airports	...14/32 will instantly permanently harm residents by imposing over "40,000 and growing" more flights over neighborhoods...Boston could offer...[airport] options within its greater metropolitan area. To do this well, there has to be an intermodal transportation plan. Buses and commuter rail have to get people to the various airports along with diverse roadway approaches.	Massport supports improved ground access to Worcester Regional, T.F. Green/Providence, Manchester and Logan airports. These projects are discussed in Section 2.9 of the Supplemental DEIS/FEIR. Since passengers do not travel between New England's regional airports, (*e.g.*, passengers do not first go to Manchester Airport before driving to Logan Airport) it is not clear why improved access between the regional airports would generate any benefit.

Bcc:
From: Arthur Pugsley@MEPA@EOEA
<LYNINA@aol.com>
ubject: comments on FAA/Massport EIS
te: Thursday, April 22, 1999 14:14:44 EDT
tach:
Certify: N
Priority: Normal
Defer until:
Expires:
Forwarded by:

LETTER 317

Dear Mr. Pugsley. Today, in Jamaica Plain, There is peace and quiet! There is no Northwest wind - there are also no shrieking planes droning at unacceptable decibel levels overhead constantly - without letup. I didn't purchase my house 14 years ago under a flight path. An earlier (about 2 years ago) EIS decided that fewer people would be affected by the Runway 27 flight path if it moved over a half or mile or so. That decision ruined my peace of mind and my peaceful neighborhood, a neighborhood chosen because it was peaceful. 317.1

I beg you to reject the EIS statement today- Let us all conspire to solve the problem of increased use of Logan, regional options, noise reduction, less pollution, greater safety together. The introduction of the EIS right after the busy year end holidays without greater community discourse on how things might be was grossly unfair. Massport and the FAA have one mindset - how can they operate within their existing regulations. Bring the community in on ir discussions and see the perspective broaden instantly. Do not ask for ments. Ask for participatory planning. Let us all take the requisite me to find the best solution. Do not count heads or advertising power. The decision on fairness, equity, parity, delays, no delays - are only a few of the many issues in a comprehensive picture. 317.2

I have a home office and work at my computer all day. I hear every single lane, all day long. Do not pitch the business community - who are not ffected by noise in their backyard or their livingrooms and bedrooms - gainst the residents of affected neighborhoods. An EIS analysis should not e effected by a costly public relations campaign. Be judicious - allow time or more adequate study. Reject the EIS without prejudice. Give us time to ork out a reasonable plan. Please.

arbara Kaplan

Letter 317
Barbara Kaplan
Private Citizens: Jamaica Plain

Code	Topic 1	Topic 2	Comment	Response
317.1	Noise	Impacts	...in Jamaica Plain, there is peace and quiet, [when] there is no northwest wind [and] there are...no shrieking planes...An earlier (about 2 years ago) EIS decided that fewer people would be affected by the Runway 27 flight path if it moved over a half-mile or so...[ruining] my peaceful neighborhood.	The Supplemental DEIS/FEIR projects that the Preferred Alternative would promote runway use in a manner that is more consistent with annual PRAS goals. The total number of departures from Runway 27 (over South Boston, Roxbury, and Jamaica Plain) would increase, but the number of equivalent jet operations would remain essentially the same. The difference in these communities would be fewer nighttime operations and more daytime operations but the same noise impacts.
317.2	Environmental Review Process	Public Process	The introduction of the EIS right after the busy year end holidays without greater community discourse on how things might be was grossly unfair...[Massport and FAA's] discussions...ask for participatory planning [to develop]...a comprehensive picture.	There was an extensive public participation and review process during the preparation of the Airside Project Draft EIS/EIR. Public comments were received on the ENF after it was filed during the summer of 1995. In the fall of 1995, several public scoping sessions were held to provide community input to the subsequent state and federal scopes for the project. To assure that the Airside analysis was conducted with awareness and input from all concerned parties, the Massport Board established the Airside Review Committee (ARC), which consists of the Community Advisory Committee (with representatives from 24 communities surrounding Logan Airport), and 11 businesses and industry organizations. Massport also funded independent consultants for the CAC to provide them with the capacity to professionally assess the analysis and conclusions of the Airside Study. Between 1995 and 1999, Massport held 16 meetings with the ARC, an additional 15 meetings with just the CAC, and several meetings with the CAC consultants. In addition, Massport made 29 presentations to elected officials, most of whom represent Logan Airport's neighboring communities, and Massport held 45 meetings with community and business leaders, reaching an audience of more than 3,000 people. During the public comment period on the Airside Project Draft EIS/EIR, the FAA held two public hearings. In January 2000, in response to the FAA's review of the Draft EIS, the FAA called for preparation of a Supplemental Draft EIS to address specific issues identified by the FAA following input from a SDEIS Panel consisting of six persons. At the FAA's direction, three SDEIS Panel members were appointed by the Governor of the Commonwealth of Massachusetts and three were appointed by the Mayor of the City of Boston. Under the direction of the New England Region FAA, the SDEIS Panel convened in March of 2000 and then met at least monthly with a final meeting in December of 2000. A total of 12 meetings were held. To provide the appropriate background, the SDEIS Panel was presented with an Interim Supplemental Draft EIS, the Draft EIS/EIR, answers to key letters written by members of the public, concerned agencies and public officials responding to the Draft EIS/EIR, and a series of 15 visual and written presentations from the Project's technical consulting team and other independent industry experts.

Bcc: Arthur Pugsley@MEPA@EOEA
From: <LYNINA@aol.com>
Subject: FAA/Massport EIS-comments on
Date: Tuesday, April 20, 1999 11:26:52 EDT
Attach:
Certify: N
Priority: Normal
Defer until:
Expires:
Forwarded by:

LETTER 318

Mitgation is not the answer for increasing flights over neighborhoods by
115%. The answer is to delay building runway 14/32 until other resources are 318.1
developed and we can measure their impact. A short term solution is forever.
If as Massport says, usage will increase anyway, then the 20% improvement
will be eliminated with one or two years anyway. I beg you. Ask them to
withdraw their EIS or reject it. Whichever works. Do not torture those of
us who live under flight paths. Its easy for you who do not bear the burden 318.2
to dismiss our concerns as unimportant or even worse - worth the sacrifice
for the common good. There are better solutions than runway 14/32. Lets
examine them before we rush pell mell into disaster. Barbara Kaplan -

Letter 318
Barbara Kaplan
Private Citizens: Jamaica Plain

Code	Topic 1	Topic 2	Comment	Response
318.1	Alternatives	Other Non-Construction Alternatives	Mitigation is not the answer for increasing flights over neighborhoods by 115%...delay building runway 14/32 until other resources are developed and we can measure their impact.	Unidirectional Runway 14/32 would give the controllers considerably more flexibility and allow them to improve achievement of PRAS goals, and redirect many flights to overwater routes. During very high demand periods, the controllers currently have little or no flexibility for runway selection. The addition of Runway 14/32 would be the single most important mechanism to achieve equitable geographic distribution of aircraft operations. Massport and the FAA are committed to the PRAS system and have been making improvements since 1982.
318.2	Alternatives	Runway 14/32	[Runway 14/32] a short term solution...if...usage will increase anyway, then the 20% improvement will be eliminated with one or two years anyway.	Based on simulation modeling, Logan Airport experienced 120,000 hours of runway-related delays in 1998. If no actions are taken, runway-related delays are forecast to grow as high as 333,000 hours under a 37.5M High Fleet scenario. The Preferred Alternative produces immediate and long-term benefits by lowering runway delays by 38,000 hours if it had been in place in 1998, and by as much as 94,000 hours in the future 37.5M High Fleet scenario. Because of the impact of the regional alternatives, the 37.5M High Fleet scenario is not expected to be achieved until 2015. The sooner airside efficiencies are implemented; the more benefits will accrue over time. Section 4.6 of the Supplemental DEIS/FEIR shows that delay reduction benefits increase over time as traffic levels increase.

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Dear

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COMMENT PROCEDURE for: Draft Logan Airside Improvements (a.k.a. Runway 14/32) **EOEA #10458**

All comments on EIRs (environmental impact report) must refer to the EOEA file number. There may be other identifying numbers, but the EOEA file number is the one which must be used.

Comments not referring to the EOEA file number may not be considered.

LETTER 319

All comments must be received April 22, 1999.
All mail concerning the environmental impact review process including filings, comments, and all associated materials must be addressed to:

Bob Durand, Secretary
Executive Office of Environmental Affairs
Attention: MEPA Office
Arthur Pugsley EOEA No. #10458
100 Cambridge Street - 20th Floor
Boston, MA 02202

Failure to address mail in this manner may result in delay of action on comments or no action on comments at all.

Dear Mr. Durand,

My comments to the EIR-Logan Airside Improvements Plan EOEA #10458 are as follows:

I oppose Runway 14/32 EOEA #10458!!
This plan is not a "Logan Airside Improvement."
Already there is an unacceptable level of noise in 319.1
my neighborhood from existing planes overhead.
The plan for a new runway would increase the
noise threefold.

UNACCEPTABLE!!

We need another new airport not another runway 319.2
at Logan.

Name Lisa Lederer
Address 2 Wauburn Rd
~~B~~ Jamaica Plain MA 0213
Phone 617-524-1737

Letter 319
Lisa Lederer
Private Citizens: Jamaica Plain

Code	Topic 1	Topic 2	Comment	Response
319.1	Alternatives	Runway 14/32	Already there is an unacceptable level of noise in my neighborhood from existing planes overhead. The...new runway [Runway 14/32] would increase the noise threefold.	There is no indication that Runway 14/32 would increase the percentage of operations that fly in the vicinity of Jamaica Plain compared to the percentage of operations in the late 1990s. Furthermore, the noisiest airplanes were phased out as of December 31, 1999 and the total noise exposure in Jamaica Plain should be improved.
319.2	Regional Transportation	Regional Airports	We need another new airport not another runway at Logan.	Because the development of a second major airport would require ten to 15 years for site selection and environmental review, in addition to a multi-year construction period, this option is not viewed as a solution to accommodating forecast demand over the next 20 years. Hanscom Field's potential service area overlaps with the service areas for several airports that already have the necessary infrastructure for commercial service. These airports are the Hanscom Field, T.F. Green/Providence, and Worcester Regional, all which have had or are undergoing major improvements to their terminal buildings, other landside facilities and airfields.

COMMENT PROCEDURE for: Draft Logan Airside Improvements (a.k.a. Runway 14/32) **EOEA #10458**

All comments on EIRs (environmental impact report) must refer to the EOEA file number. There may be other identifying numbers, but the EOEA file number is the one which must be used.

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LETTER 320

All comments must be received April 22. 1999
All mail concerning the environmental impact review process including filings, comments, and all associated materials must be addressed to:

Bob Durand, Secretary
Executive Office of Environmental Affairs
Attention: MEPA Office
Arthur Pugsley EOEA No. #10458
100 Cambridge Street - 20th Floor
Boston, MA 02202

Failure to address mail in this manner may result in delay of action on comments or no action on comments at all.

Dear Mr. Durand,

My comments to the EIR-Logan Airside Improvements Plan EOEA #10458 are as follows:

DURING THE 12 YEARS I HAVE LIVED IN JAMAICA PLAIN
THE ENVIRONMENTAL NOISE FROM LOGAN HAS BECOME INCREASINGLY
INTOLERABLE. WHILE I LOVE BOSTON, IF THINGS GET WORSE - AND 320.1
THEY WILL IF THIS PLAN GOES THROUGH, I WON'T BE THE ONLY PERSON
DRIVEN OUT OF BOSTON.

THIS STUDY IS SERIOUSLY FLAWED AND MUST BE
WITHDRAWN AND RESTUDIED - DOING OTHERWISE WILL 320.2
SERIOUSLY COMPROMISE THE QUALITY OF LIFE IN EASTERN
MASSACHUSETTS.

I'VE ALWAYS BEEN A VOTER, BUT IF THIS UNJUST PLAN GOES THROUGH I WILL BECOME ONE OF MANY WHO BECOME POLITICAL ACTIVISTS.

MASSPORT CONTINUES TO MISREPRESENT THE SEVERITY OF THE ENVIRONMENTAL IMPACT IN ORDER TO MANIPULATE PUBLIC OPINION AND THE POLITICAL PROCESS. HOWEVER, THE RESIDENTS (AND VOTERS) LIVE WITH THE DAILY REALITIES - PLEASE DO ALL YOU CAN TO KEEP MASSPORT FROM DESTROYING OUR ENVIRONMENT AND THE LIVABILITY OF OUR NEIGHBORHOODS.

SINCERELY,

Mike Lew
4/15/99

Name MIKE LEW
Address 16 ROANOKE AVENUE
JAMAICA PLAIN, MA 02130
Phone 617-524-9176

Letter 320
Mike Lew
Private Citizens: Jamaica Plain

Code	Topic 1	Topic 2	Comment	Response
320.1	Noise	Impacts	During the 12 years I have lived in Jamaica Plain, the…noise from Logan has become increasingly intolerable.	The Supplemental DEIS/FEIR projects that the Preferred Alternative would promote runway use in a manner that is more consistent with annual PRAS goals. The total number of departures from Runway 27 (over South Boston, Roxbury, and Jamaica Plain) would increase, but the number of equivalent jet operations would remain essentially the same. The difference in these communities would be fewer nighttime operations and more daytime operations but the same noise impacts.
320.2	Environmental Review Process	MEPA	This study is seriously flawed and must be withdrawn and restudied—…doing otherwise will seriously compromise the quality of life in eastern Massachusetts.	The Secretary of Environmental Affairs found that "…the Draft Environmental Impact Report (DEIR) submitted on this project adequately and properly complies with the Massachusetts Environmental Policy Act…". Refer to the Certificate of the Secretary of Environmental Affairs on the DEIR, dated May 7, 1999.v

COMMENT PROCEDURE for: Draft Logan Airside Improvements (a.k.a. Runway 14/32) EOEA #10458

All comments on EIRs (environmental impact report) must refer to the EOEA file number. There may be other identifying numbers. but the EOEA file number is the one which must be used.

LETTER 321

Comments not referring to the EOEA file number may not be considered.

All comments must be received April 22. 1999
All mail concerning the environmental impact review process including filings. comments. and all associated materials must be addressed to:

Bob Durand. Secretary
Executive Office of Environmental Affairs
Attention: MEPA Office
Arthur Pugsley EOEA No. #10458
100 Cambridge Street - 20th Floor
Boston. MA 02202

Failure to address mail in this manner may result in delay of action on comments or no action on comments at all.

Dear Mr. Durand,

My comments to the EIR-Logan Airside Improvements Plan EOEA #10458 are as follows:

NO TO RUNWAY 14/32. THIS WILL SOLVE NOTHING - IT IS A BANDAID SOLUTION. 321.1

Name SAL LOPES
Address 24 GREENOUGH
J.P. 02130
Phone 522-5263

Letter 321
Sal Lopes
Private Citizens: Jamaica Plain

Code	Topic 1	Topic 2	Comment	Response
321.1	Alternatives	Runway 14/32	...Runway 14/32...is a bandaid solution.	Based on simulation modeling, Logan Airport experienced 120,000 hours of runway-related delays in 1998. If no actions are taken, runway-related delays are forecast to grow as high as 333,000 hours under a 37.5M High Fleet scenario. The Preferred Alternative produces immediate and long-term benefits by lowering runway delays by 38,000 hours if it had been in place in 1998, and by as much as 94,000 hours in the future 37.5M High Fleet scenario. Because of the impact of the regional alternatives, the 37.5M High Fleet scenario is not expected to be achieved until 2015. The sooner airside efficiencies are implemented; the more benefits will accrue over time. Section 4.6 of the Supplemental DEIS/FEIR shows that delay reduction benefits increase over time as traffic levels increase.

LETTER 322

19 Roseway St.
Jamaica Plain, MA 02130
March 15, 1999

MA Environmental Affairs Office
100 Cambridge St.
Boston, MA

To Whom It May Concern,

I am writing in reference to Massport's Report #10458, Logan Airside Improvements Planning Project Draft Environmental Impact Statement/Report. While this document is extensive and covers major areas of concern to Boston residents, it falls short of truly describing environmental impacts of Runway 14/32.

Building Runway 14/32 will allow Massport to increase the number of flights per hour. Clearly every flight adds to air pollution, particularly for East Boston residents. To suggest that the air pollution will be negligible is irresponsible. In fact, the levels may continue to be under EPA's maximum standards, but over time they are clearly affecting residents health. Massport has not done its homework to show that it takes the health problems of its neighbors seriously. 322.1

The building of Runway 14/32 will triple operations over several Boston neighborhoods. The South End, Roxbury, and Jamaica Plain will see a staggering increase in flights, from 18,000 a year to 56,000 a year. The statistics represented in the report leave out the number of people affected in these areas. 322.2 Two years after settling on a route which would affect the smallest number of people, the majority of flights off Runway 27 are still flying over densely populated areas of Jamaica Plain and Roxbury. By its own admission, only 35% of airplanes are flying the route that would affect the smallest number of people. Therefore, when using Runway 27, the majority of Massport's flights are in violation of the legal proceding's settlement. Instead of offering to make other concessions since it is unable to conform to the guidelines of the settlement, Massport is now proposing to triple operations over these neighborhoods. Allowing this makes no sense. 322.3 Furthermore, there is no plan for noise abatement in these neighborhoods. Again, Massport downplays the effect on these residents' health. Interrupted sleep leads takes its toll on the immune system. 322.4 Certainly Massport makes no effort to look at the combined effect of a 300% increase in noise pollution with the environmental health risks from diesel fumes and other contaminants, particularly in asthma ridden communities like Egleston Square. 322.5

Massport's current plan is a stop-gap solution. The draft report offers no long-term plan for growth after 2010. Continued expansion at Logan imposes a serious health risks on residents of Boston. Massport must present other options besides not building or expanding operations at Logan. 322.6 The report is incomplete without serious consideration of Massport's other facility: the Hanscom airfield. At a recent city council hearing, Massport employees testified that the percentage of Boston residents who use Logan is under 25% of its total passenger load. To continue to impose all of the environmental burden on the inner city when the majority of its users are from outside the city lines is inequitable. Before any construction begins, we need a long-term strategy that is truly an equitable sharing of the pollution burden. 322.7

Sincerely,

Myra N. Love

Myra N. Love

Letter 322
Myra N. Love
Private Citizens: Jamaica Plain

Code	Topic 1	Topic 2	Comment	Response
322.1	Alternatives	Runway 14/32	...[The] Logan Airside Improvements Planning Project Draft Environmental Impact Statement/Report...falls short of truly describing environmental impacts of runway 14/32. Building Runway 14/32 will allow Massport to increase the number of flights per hour [adding]...to air pollution, particularly for East Boston residents...the levels may continue to be under EPA's maximum standards, but...they are clearly affecting residents health.	The Preferred Alternative, and specifically unidirectional Runway 14/32, would not increase Logan Airport's normal airfield capacity of approximately 120 operations per hour. This capacity is available at Logan Airport approximately 80 percent of the time. Runway 14/32 would allow Logan Airport to maintain this capacity during periods of strong northwest winds that now require controllers to operate on only one or two runways, compared to the typical three-runway configurations used at Logan Airport. The runway will not increase Logan Airport's normal operating capacity, nor will it encourage or induce an increase in aircraft operations.
322.2	Alternatives	Runway 14/32	The building of Runway 14/32 will triple operations over several Boston neighborhoods...from 18,000 a year to 56,000 a year.	Refer to Section 8.2 of the Supplemental DEIS/FEIR, which clearly states that Option C is the preferred layout for Runway 14/32 and that Option C requires determination of acceptable level of safety. Refer to Section 8.2 of the Supplemental DEIS/FEIR, which clearly states that Option C is the preferred layout for Runway 14/32 and that Option C requires determination of acceptable level of safety. There is no indication that Runway 14/32 would increase the percentage of operations that fly in the vicinity of Jamaica Plain compared to the percentage of operations in the late 1990s. Furthermore, the noisiest airplanes were phased out as of December 31, 1999 and the total noise exposure in Jamaica Plain should be improved. The goals of the Airside Project are to reduce delay, increase the airport's efficiency, and improve airfield safety in an environmentally responsible manner. Unidirectional Runway 14/32 would also give the controllers considerably more flexibility and allow them to improve achievement of PRAS goals, and redirect many flights to overwater routes. During very high demand periods, the controllers currently have little or no flexibility for runway selection. The addition of Runway 14/32 would be the single most important mechanism to achieve equitable geographic distribution of aircraft operations. Massport and the FAA are committed to the PRAS system and have been making improvements since 1982.
322.3	Alternatives	Runway 14/32	Two years later settling on a route which would affect the smallest number of people, the majority of flights off Runway 27 are still flying over densely populated areas of Jamaica Plain and Roxbury. By its own admission, only 35% of airplanes are flying the route that would affect the smallest number of people. Therefore, when using Runway 27, the majority of Massport's flights are in violation of the legal proceeding's settlement....since it is unable to conform to the guidelines of the settlement, Massport is now proposing to triple operations over three neighborhoods.	The Supplemental DEIS/FEIR projects that the Preferred Alternative would promote runway use in a manner that is more consistent with annual PRAS goals. The total number of departures from Runway 27 (over South Boston, Roxbury, and Jamaica Plain) would increase, but the number of equivalent jet operations would remain essentially the same. The difference in these communities would be fewer nighttime operations and more daytime operations but the same noise impacts.

Code	Topic 1	Topic 2	Comment	Response
322.4	Noise	Impacts	...there is no plan for noise abatement in...[the affected] neighborhoods.	Logan Airport has one of the most comprehensive and progressive sound insulation programs of any airport in the country. It was initiated in 1980 before any airport began receiving federal funding to soundproof homes under FAR Part 150. It is the only program in the country to offer residents extra sound insulation treatment in a "room of preference" chosen by the homeowner and it is the only program in the country attempting to receive FAA approval to expand the area of eligibility by accounting for hill effects. In addition, as of the 1999–2000 construction season, FAA grants covering 80 percent of the cost of sound insulation (paid for by airline ticket taxes), combined with funds provided by Massport through Passenger Facility Charges and landing fees, had fully funded the sound insulation of all eligible dwelling units in Massport's current sound insulation program. Despite this accomplishment, Massport continues to seek means of expanding its sound insulation program exclusive of FAA's decision on this Supplemental DEIS/FEIR. If the FAA approves the Preferred Alternative, Massport is committed to expanding the program to include all additionally eligible residences.
322.5	Public Health	Effects	...Massport makes no effort to look at the combined effect of a 300% increase in noise pollution with the environmental health risks from diesel fumes and other contaminants, particularly in asthma ridden communities like Egleston Square.	The available public health studies for communities adjacent to Logan Airport were reviewed and are presented in Section 6.8 of the Supplemental DEIS/FEIR. Public health status reports were available for the City of Boston; however, comparable public health reports were not available from the Public Health Departments of Chelsea, Revere, and Winthrop. A review of the available information did not indicate any causal relationship based on proximity to the airport, nor did it identify hearing loss as a public health concern. The 1999 Massachusetts budget included $150,000 to fund an environmental assessment of the health impacts of Log Airport on any community located within a five-mile radius the airport. The final protocol for the study is being developed. The study is expected to be completed in summer 2002.
322.6	Alternatives	Preferred Alternative	Massport's current plan is a stop-gap solution. The draft report offers no long-term plan for growth after 2010.	Based on simulation modeling, Logan Airport experienced 120,000 hours of runway-related delays in 1998. If no actions are taken, runway-related delays are forecast to grow as high as 333,000 hours under a 37.5M High Fleet scenario. The Preferred Alternative produces immediate and long-term benefits by lowering runway delays by 38,000 hours if it had been in place in 1998, and by as much as 94,000 hours in the future 37.5M High Fleet scenario. Because of the impact of the regional alternatives, the 37.5M High Fleet scenario is not expected to be achieved until 2015. The sooner airside efficiencies are implemented; the more benefits will accrue over time. Section 4.6 of the Supplemental DEIS/FEIR shows that delay reduction benefits increase over time as traffic levels increase.

Code	Topic 1	Topic 2	Comment	Response
322.7	Regional Transportation	Regional Airports	Massport must present other options besides not building or expanding operations at Logan. The report is incomplete without serious consideration of Massport's other facility: the Hanscom airfield. Massport employees testified that the percentage of Boston residents who use Logan is under 25% of its total passenger load. To continue to impose all of the environmental burden on the inner city when the majority of its users are from outside the city lines is inequitable...we need a long-term strategy that is truly an equitable sharing of the pollution burden.	The Airside Project Draft EIS/EIR and the Supplemental DEIS/FEIR specifically considered the role of Hanscom Field in the analysis of regional alternatives. Hanscom Field, which serves as a general aviation reliever airport to Logan Airport, already accommodates a significant number of aircraft operations (183,000 operations in 1998). The Hanscom Field activity includes private, business, charter, and air taxi operations that might otherwise use Logan Airport. Since the Airside Project Draft EIS/EIR was filed, Shuttle America, a newly founded airline, began commercial scheduled operations at Hanscom Field, offering limited turboprop services to short-haul regional markets – Trenton, Buffalo, Hartford (discontinued), Wilmington, Delaware (discontinued), and Greensboro. Shuttle America is also conducting operations between Hanscom and New York LaGuardia Airport. While Massport supports commercial service at Hanscom Field consistent with its established policy (60-seat regulation), it believes that Hanscom Field will maintain its role as a major general aviation reliever, and that its geographic proximity to Logan, Worcester Regional and Manchester airports will prevent its development as a significant commercial airport. Additionally, commuter airlines serving Logan Airport are unlikely to move a significant number of flights from Logan Airport to Hanscom Field, since approximately 50 percent of passengers on Logan Airport's commuter flights connect to other Logan Airport flights. However, any new commercial service initiatives proposed for Hanscom Field shall be reviewed for consistency with the *Hanscom GEIR* (HGEIR), its Annual Updates, and applicable regulatory limitations, and shall be considered by the Hanscom Field Advisory Committee. Refer to Section 2.6 of the Supplemental DEIS/FEIR for a discussion of Hanscom Field. The environmental impacts of commercial services at Hanscom Field are summarized from the HGEIR and appear in Appendix B of the Supplemental DEIS/FEIR.

COMMENT PROCEDURE for: Draft Logan Airside Improvements (a.k.a. Runway 14/32) EOEA #10458

All comments on EIRs (environmental impact report) must refer to the EOEA file number. There may be other identifying numbers, but the EOEA file number is the one which must be used.

LETTER 323

Comments not referring to the EOEA file number may not be considered.

All comments must be received April 22, 1999
All mail concerning the environmental impact review process including filings, comments, and all associated materials must be addressed to:

Bob Durand, Secretary
Executive Office of Environmental Affairs
Attention: MEPA Office
Arthur Pugsley EOEA No. #10458
100 Cambridge Street - 20th Floor
Boston, MA 02202

Failure to address mail in this manner may result in delay of action on comments or no action on comments at all.

Dear Mr. Durand,

My comments to the EIR-Logan Airside Improvements Plan EOEA #10458 are as follows:

323.1 The study does not address cumulative impact of airside changes on ground transportation.

323.2 "Over the Water" routes also impact Dorchester, South Boston Milton Quincy etc.

323.3 Does not take into account disruption of new Opera House

323.4 The most important "benefit," the lessening of delays, is completely negated within 10 years.

323.5 No examination was made of alternative airfields, not even Hanscom, which is owned by Massport.

323.6 Delay figures are not supported by standard methods of computing delays.

323.7 The report assumes that increasing departures off R27 from 18,000 to 56,000 annually represents no significant impact.

Name Will Lyman
Address 18 Greenough Ave
Jamaica Plain MA 02130
Phone 617 719 7103

William R Ly

Letter 323
Will Lyman
Private Citizens: Jamaica Plain

Code	Topic 1	Topic 2	Comment	Response
323.1	Ground Transportation	Access to Logan	The study does not address cumulative impact of airside changes on ground transportation.	The Preferred Alternative is not expected to lead to an increase in passenger demand, and therefore, it will have no effect on congestion or delays on Boston area highways.
323.2	Alternatives	Runway 14/32	"Over the water" routes also impact Dorchester, South Boston, Milton, Quincy, etc.	The analysis in the Airside Project Draft EIS/EIR and Supplemental DEIS/FEIR shows that, because PPP eliminates a small number of small aircraft operations, it does not produce any environmental benefits or impacts. The potential impact of PPP on the fleet mix at Logan Airport is discussed in Section 4.5.2 of the Supplemental DEIS/FEIR.
323.3	Land Use	Land Use Compatability	Does not take into account disruption of new Opera House.	Implementation of Runway 14/32 would not result in substantial noise impacts in any community. Rather, it would enable the air traffic controllers to adhere more closely to the PRAS goals and decrease the population that is most severely affected. Refer to Section 6.2.5 of the Supplemental DEIS/FEIR and population counts presented in Tables 6.2-3 through 6.2-8 of the Supplemental DEIS/FEIR.
323.4	Alternatives	Preferred Alternative	The most important "benefit" the lessening of delays, is completely negated within 10 years.	Based on simulation modeling, Logan Airport experienced 120,000 hours of runway-related delays in 1998. If no actions are taken, runway-related delays are forecast to grow as high as 333,000 hours under a 37.5M High Fleet scenario. The Preferred Alternative produces immediate and long-term benefits by lowering runway delays by 38,000 hours if it had been in place in 1998, and by as much as 94,000 hours in the future 37.5M High Fleet scenario. Because of the impact of the regional alternatives, the 37.5M High Fleet scenario is not expected to be achieved until 2015. The sooner airside efficiencies are implemented; the more benefits will accrue over time. Section 4.6 of the Supplemental DEIS/FEIR shows that delay reduction benefits increase over time as traffic levels increase.

Code	Topic 1	Topic 2	Comment	Response
323.5	Regional Transportation	Regional Airports	No examination was made of alternative airfields, not even Hanscom, which is owned by Massport.	The Airside Project Draft EIS/EIR and the Supplemental DEIS/FEIR, specifically considered the role of Hanscom Field in the analysis of regional alternatives. Hanscom Field, which serves as a general aviation reliever airport to Logan Airport, already accommodates a significant number of aircraft operations (183,000 operations in 1998). The Hanscom Field activity includes private, business, charter, and air taxi operations that might otherwise use Logan Airport. Since the Airside Project Draft EIS/EIR was filed, Shuttle America, a newly founded airline, began commercial scheduled operations at Hanscom Field, offering limited turboprop services to short-haul regional markets – Trenton, Buffalo, Hartford (discontinued), Wilmington, Delaware (discontinued), and Greensboro. Shuttle America is also conducting operations between Hanscom and New York LaGuardia Airport. While Massport supports commercial service at Hanscom Field consistent with its established limits (60 seat regulation), Massport believes that Hanscom Field will maintain its role as a major general aviation reliever, and that its geographic proximity to Logan, Worcester Regional and Manchester airports will prevent its development as a significant commercial airport. Additionally, commuter airlines serving Logan Airport are unlikely to move a significant number of flights from Logan Airport to Hanscom Field, since approximately 50 percent of passengers on Logan Airport's commuter flights connect to other Logan Airport flights and a significant number of passengers are travelling to Boston. However, any new commercial service initiatives proposed for Hanscom Field shall be reviewed for consistency with the *Hanscom GEIR* (HGEIR) and its Annual Updates, and shall be considered by the Hanscom Area Town Selectmen (HATS). Refer to Section 2.6 of the Supplemental DEIS/FEIR for a discussion of Hanscom Field.
323.6	Analytical Assumptions/ Methodologies	Delay Model	Delay figures are not supported by standard methods of computing delays.	Refer to Section 4.4 of the Supplemental DEIS/FEIR for a discussion on the estimation and modeling of flight delays. It includes a description of FAA and U.S. DOT delay measures and their limitations, an explanation of computer models for estimating flight delays, and historical data on delays at Logan Airport and other major United States airports. The methodology used for the Airside Project includes the effects of constraints at Logan Airport, and produces lower delay estimates than FAA modeling. The FAA approved all the models, which have been validated in previously published studies of Logan Airport.
323.7	Alternatives	Preferred Alternative	The report assumes that increasing departures off Route 27 from 18,000 to 56,000 annually represents no significant impact.	The goals of the Airside Project are to reduce delay, increase the airport's efficiency, and improve airfield safety in an environmentally responsible manner. Unidirectional Runway 14/32 would also give the controllers considerably more flexibility and allow them to improve achievement of PRAS goals, and redirect many flights to overwater routes. During very high demand periods, the controllers currently have little or no flexibility for runway selection. The addition of Runway 14/32 would be the single most important mechanism to achieve equitable geographic distribution of aircraft operations. Massport and the FAA are committed to the PRAS system and have been making improvements since 1982. The goals of the Airside Project are to reduce delay, increase the airport's efficiency, and improve airfield safety in an environmentally responsible manner. Unidirectional Runway 14/32 would also give the controllers considerably more flexibility and allow them to improve achievement of PRAS goals, and redirect many flights to overwater routes. During very high demand periods, the controllers currently have little or no flexibility for runway selection. The addition of Runway 14/32 would be the single most important mechanism to achieve equitable geographic distribution of aircraft operations. Massport and the FAA are committed to the PRAS system and have been making improvements since 1982.

LETTER 324

April 20, 1999

Dear Mr. Pugsley:

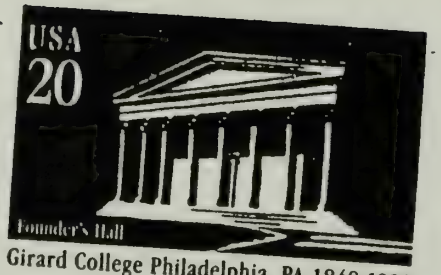
We are writing to express our
strong opposition to Runway
14/32 and to any further 324.1
development at Logan Airport.
We need amelioration of how
bad things already are, not
further development. The
quality of life in our neighbor-
hood is very bad now because
of airplane noise. We pray that
one of the fine alternatives to 324.2
Logan expansion be employed.

With appreciation,

Sincerely,

Mr. and Mrs. Joseph M. Nucci

Nucci
238 Wachusett Street
Jamaica Plain MA
02130-4271



RECEIVED
APR 21 [illegible]
MEPA

Mr. Arthur Pugsley
MEPA Unit
Executive Office of
Environmental Affairs
100 Cambridge Street, 20th floor
Boston MA 02202

Letter 324
Mr. and Mrs. Joseph M. Nucci
Private Citizens: Jamaica Plain

Code	Topic 1	Topic 2	Comment	Response
324.1	Alternatives	Runway 14/32	We...express our strong opposition to Runway 14/32 and to any further development at Logan Airport. The quality of life in our neighborhood is very bad now because of airplane noise.	The Supplemental DEIS/FEIR projects that the Preferred Alternative would promote runway use in a manner that is more consistent with annual PRAS goals. The total number of departures from Runway 27 (over South Boston, Roxbury, and Jamaica Plain) would increase, but the number of equivalent jet operations would remain essentially the same. The difference in these communities would be fewer nighttime operations and more daytime operations but the same noise impacts.
324.2	Alternatives	Other Non-Construction Alternatives	...one of the five alternatives to Logan expansion [should] be employed.	Comment noted.

19 Roseway St.
Jamaica Plain, MA 02130
March 13, 1999

LETTER 325

MA Environmental Affairs Office
100 Cambridge St.
Boston, MA

To Whom It May Concern,

I am submitting my comments in reference to Massport's Report #10458, Logan Airside Improvements Planning Project Draft Environmental Impact Statement/Report. I hope that you will halt Massport's plans because this report does not address several important points adequately.

The building of Runway 14/32 will triple operations over several Boston neighborhoods.
The statistics represented in the report gloss over the number of people affected in various
areas. The breakdowns are not adequate to assess the real impact on populations according
to neighborhood. Clearly peace and health are hard to tag with a price. Many people will 325.1
pay for this project through property devaluation and stress levels. To overlook these
environmental impacts is a serious deficiency of the report.

Further, the draft report offers no long-term plan for growth after 2010. Although not 325.2
guaranteed, there is certainly the possibility of continued growth. Continuing to expand
Logan imposes a burden on inner-city residents of Boston. The report is incomplete 325.3
without serious consideration of Massport's other facility: the Hanscom airfield. 325.4

Many of Boston's residents have worked long and hard to preserve green space in the city.
Runway 14/32 will negatively impact the green spaces in the Emerald Necklace and it
seems that it will also have a severe impact on the new Boston Harbor Islands National
Park. This report does nothing to assess the environmental impact on such green spaces,
their animal residents, or their potential use by city residents. Airplane noise already 325.5
diminishes the quality of the experience of Franklin Park Zoo, the golf course and picnic
areas. The impact on these valuable public spaces is not addressed.

I hope you will find that Massport's Draft Plan is in no way a comprehensive look at the true repercussions of the proposed Runway 14/32. Before any construction begins, we need a long-term strategy that is truly an equitable sharing of the pollution burden.

Sincerely,

Martha Merson

Martha Merson

Letter 325
Martha Merson
Private Citizens: Jamaica Plain

Code	Topic 1	Topic 2	Comment	Response
325.1	Alternatives	Runway 14/32	The building of Runway 14/32 will triple operations over several Boston neighborhoods. The statistics...gloss over the number of people affected ...The breakdowns are not adequate to assess the real impact on populations according to neighborhood...through property devaluation and stress levels.	Tables 6.2-3 through 6.2-5 and Table 6.2.21 in the Supplemental DEIS/FEIR show the noise impacted population in each community.
325.2	Analysis Assumptions/ Methodologies	Planning Period	...the draft report offers no long-term plan for growth after 2010.	Based on simulation modeling, Logan Airport experienced 120,000 hours of runway-related delays in 1998. If no actions are taken, runway-related delays are forecast to grow as high as 333,000 hours under a 37.5M High Fleet scenario. The Preferred Alternative produces immediate and long-term benefits by lowering runway delays by 38,000 hours if it had been in place in 1998, and by as much as 94,000 hours in the future 37.5M High Fleet scenario. Because of the impact of the regional alternatives, the 37.5M High Fleet scenario is not expected to be achieved until 2015. The sooner airside efficiencies are implemented; the more benefits will accrue over time. Section 4.6 of the Supplemental DEIS/FEIR shows that delay reduction benefits increase over time as traffic levels increase.
325.3	Environmental Justice	Impacts	Continuing to expand Logan imposes a burden on inner-city residents of Boston.	Refer to Section 6.8 of the Supplemental DEIS/FEIR for a discussion of the Environmental Justice analysis. Low-income and minority populations were defined in accordance with Federal Executive Order 12898, the Final United States Department of Transportation Order, and the Council on Environmental Quality's guidance on environmental justice. In addition, the analysis of low-income populations was expanded to include households at 150 percent of poverty level. This analysis found that there is no high and adverse disproportionate impact to low-income and minority populations caused by the Preferred Alternative.

Code	Topic 1	Topic 2	Comment	Response
325.4	Regional Transportation	Regional Airports	The report is incomplete without serious consideration of Massport's other facility: the Hanscom airfield.	The Airside Project Draft EIS/EIR and the Supplemental DEIS/FEIR, specifically considered the role of Hanscom Field in the analysis of regional alternatives. Hanscom Field, which serves as a general aviation reliever airport to Logan Airport, already accommodates a significant number of aircraft operations (183,000 operations in 1998). The Hanscom Field activity includes private, business, charter, and air taxi operations that might otherwise use Logan Airport. Since the Airside Project Draft EIS/EIR was filed, Shuttle America, a newly founded airline, began commercial scheduled operations at Hanscom Field, offering limited turboprop services to short-haul regional markets – Trenton, Buffalo, Hartford (discontinued), Wilmington, Delaware (discontinued), and Greensboro. Shuttle America is also conducting operations between Hanscom and New York LaGuardia Airport. While Massport supports commercial service at Hanscom Field consistent with its established limits (60 seat regulation), Massport believes that Hanscom Field will maintain its role as a major general aviation reliever, and that its geographic proximity to Logan, Worcester Regional and Manchester airports will prevent its development as a significant commercial airport. Additionally, commuter airlines serving Logan Airport are unlikely to move a significant number of flights from Logan Airport to Hanscom Field, since approximately 50 percent of passengers on Logan Airport's commuter flights connect to other Logan Airport flights and a significant number of passengers are travelling to Boston. However, any new commercial service initiatives proposed for Hanscom Field shall be reviewed for consistency with the *Hanscom GEIR* (HGEIR) and its Annual Updates, and shall be considered by the Hanscom Area Town Selectmen (HATS). Refer to Section 2.6 of the Supplemental DEIS/FEIR for a discussion of Hanscom Field.
325.5	Open Space/ Parkland	Impacts	Runway 14/32 will negatively impact the green spaces in the Emerald Necklace and it ...will also have a severe impact on the new Boston Harbor Islands National Park. This report does nothing to assess the environmental impact on such green spaces, their animal residents, or their potential use by city residents. Airplane noise already diminishes the quality of the experience of Franklin Park Zoo, the golf course and picnic areas.	The Supplemental DEIS/FEIR contains additional analysis of the project relative to parklands. As depicted in Figure 6.3-4 of the Supplemental DEIS/FEIR, the Arnold Arboretum, Emerald Necklace, and Franklin Park are well outside the 65 dB DNL noise contour associated with the Preferred Alternative. Therefore, the Airside Project will have no impact on these parklands. In addition, the Boston Harbor Islands, while within the No Action Alternative 65 dB DNL noise contour, will have no noise increase under the Preferred Alternative. Refer to Section 6.3 of the Supplemental DEIS/FEIR for additional discussion of parklands. The Supplemental DEIS/FEIR contains additional analysis of the project relative to parklands. As depicted in Figure 6.3-4 of the Supplemental DEIS/FEIR, the Arnold Arboretum, Emerald Necklace, and Franklin Park are well outside the 65 dB DNL noise contour associated with the Preferred Alternative. Therefore, the Airside Project will have no impact on these parklands. In addition, the Boston Harbor Islands, while within the No Action Alternative 65 dB DNL noise contour, will have no noise increase under the Preferred Alternative. Refer to Section 6.3 of the Supplemental DEIS/FEIR for additional discussion of parklands.

LETTER 326

April 5, 1999

Secretary of Environmental Affairs
Attention MEPA Office
Mr. Arthur Pugsley-EOEA No. 10458
100 Cambridge Street
20th Floor
Boston, MA 02205

Dear Mr. Pugsley,

I am writing to let you and your colleagues know that I do not support the Logan Modernization project, including the construction of runway 14/32. I do support a greater emphasis on regional alternatives, such as high speed rail and the expanded use of other Massachusetts airports. 326.1

Jobs as a result of the proposed expansion and delay problems at Logan are overstated and do not outweigh the quality of life issues that will adversely be effected by the expansion of Logan; issues that ultimately determine where we locate our businesses and where we live. 326.2

Noise, air pollution, and congested roadways resulting from increased traffic in and out of Logan Airport are of great concern to me. 326.3

Expanding our airports and roadways are a short-term answer to a problem that needs long term solutions. Help those of us against the construction of runway 14/32 and the expansion of Logan Airport keep Boston a city in which people choose to not only conduct business, but choose to live. 326.4

Sincerely,

Laura Orlando
31 Moraine Street
Jamaica Plain, MA 02130
Tel 617 524-7017

Letter 326
Laura Orlando
Private Citizens: Jamaica Plain

Code	Topic 1	Topic 2	Comment	Response
326.1	Regional Transportation	Regional Airports	I am writing to let you and your colleagues know that I do not support the Logan Modernization project, including the construction of runway 14/32. I do support a greater emphasis on regional alternatives, such as high speed rail and the expanded use of other Massachusetts airports.	The alternative analysis conforms to FAA and MEPA scoping directives. The impact of the regional alternatives has been addressed through the study of a range of forecast activity levels. Refer to Chapter 2 of the Airside Project Draft EIS/EIR and the Supplemental DEIS/FEIR for a comprehensive discussion of regional alternatives. Massport advocates increased use of the regional airports and high-speed rail services, in addition to construction of Runway 14/32 and the other airside improvement projects at Logan Airport, as a comprehensive plan for ensuring an efficient and balanced regional transportation system. As the analysis in Chapter 2 of this Supplemental DEIS/FEIR indicates, these off-airport alternatives are expected to reduce aircraft traffic growth pressures at Logan Airport, but they will not eliminate airside delays at Logan Airport that occur because of a third operating runway during periods of northwest winds. The Preferred Alternative, which specifically addresses this deficiency, is necessary and provides clear benefits at current aircraft traffic levels. These benefits will only increase in the future, even as developments at the regional airports and high-speed rail to New York act to reduce the rate of future growth at Logan Airport.
326.2	Purpose and Need	Delay	Jobs as a result of the proposed expansion and delay problems at Logan are overstated and do not outweigh the quality of life issues that will adversely be effected [sic]....	Section 1.3 of the Supplemental DEIS/FEIR discusses the importance of Logan Airport to the regional economy.
326.3	Noise	Impacts	Noise, air pollution, and congested roadways resulting from increased traffic in and out of Logan Airport are of great concern to me.	Comment noted.
326.4	Regional Transportation	Regional Airports	Expanding our airports and roadways are a short-term answer....	Based on simulation modeling, Logan Airport experienced 120,000 hours of runway-related delays in 1998. If no actions are taken, runway-related delays are forecast to grow as high as 333,000 hours under a 37.5M High Fleet scenario. The Preferred Alternative produces immediate and long-term benefits by lowering runway delays by 38,000 hours if it had been in place in 1998, and by as much as 94,000 hours in the future 37.5M High Fleet scenario. Because of the impact of the regional alternatives, the 37.5M High Fleet scenario is not expected to be achieved until 2015. The sooner airside efficiencies are implemented; the more benefits will accrue over time. Section 4.6 of the Supplemental DEIS/FEIR shows that delay reduction benefits increase over time as traffic levels increase. Implementation of the Preferred Alternative would not increase capacity, but rather it would correct a series of deficiencies in the airfield geometry and operation. Massport's plans to handle the ground access requirements of future passenger levels are discussed in the *Logan Airport 1999 ESPR* (previously GEIR) and its subsequent Environmental Data Reports (Annual Updates).

April 9, 1999

LETTER 327

John Rodman
Assistant State Environmental Affairs Secretary
100 Cambridge Street, Fl. 20
Boston, MA 02202

Dear Mr. Rodman,

Please accept my written testimony on the subject of the proposed runway 14/32 at Logan Airport.

Yesterday, when I got off the orange line at Green Street in Jamaica Plain, I sat outside on a bench directly over the train tracks reading in the balmy air for a few minutes. As a train approached I expected a deafening noise. But the orange line was surprisingly quiet, drowned out by a jet that simultaneously roared overhead. I was amazed to find that a train travelling so close to me was not nearly as loud as a jet that was thousands of feet away.

After that I went for a walk in the Arnold Arboretum at dusk. Spring is just beginning to creep in and I lay on my back looking up into towering cedar trees. The Arnold Arboretum is an amazing gem for Boston. You can walk for hours, and there are places where you can genuinely feel far away from a city. I was hoping to "call in" an owl, and a ranger once showed me where and how I may have some luck. I listened to the other birds heading to roost for the night as nocturnal creatures started to creep out. Unfortunately, my experience was marred by the flights taking off from Runway 27. Plane after plane roared overhead and muffled the sounds of nature.

One characteristic of Boston that everyone is aware of is its premium on space. However, the Emerald 327.1
Necklace is an impressive preservation of open space, and provides refuge to hundreds of thousands of
citizens who rely on this tranquility amid the din of everyday city life. It is also a huge draw for visitors,
and characterizes the civility and heart of Boston.

Discouraged, I went home. I live in a modest apartment in an invaluably diverse community in Jamaica Plain, the Parkside neighborhood. I chose to settle here and buy a condominium at the end of a dead-end street one year ago. My backyard abuts a gorgeous wooded section of Franklin Park. We can sit on our back porch and glimpse an endangered peregrine falcon or a red-tailed hawk, bats in the summer, an occasional dog walking with its owner in the park. Our neighborhood is truly serene.

Last night, I lay in bed at 11:35pm. As flights using Runway 27 zoomed overhead I could not sleep.
Certainly these planes are violating Boston city ordinances on noise levels. They are so loud that my
bed vibrates as they fly over. I am astounded by how intrusive they are, and most importantly, I live
nowhere near Logan Airport. When we are walking in the park, or grilling on the back porch, and 327.2
sometimes even inside our home, we have to halt our conversation as the planes fly over.

This morning I was awakened by more jets at 6:05, a scant 6 ½ hours since I was lying awake feeling the planes. Today I am exhausted and bleary-eyed. Now I am told that the noise pollution that I am faced with several days every week will triple if the new runway is built. What a shame to ruin some of Boston's last remaining open space.

Emily Peckham, Jamaica Plain
(16 Glade Avenue)

Letter 327
Emily Peckham
Private Citizens: Jamaica Plain

Code	Topic 1	Topic 2	Comment	Response
327.1	Open Space/ Parkland	Impacts	...my experience [at the Arnold Arboretum yesterday] was marred by the flights taking off from Runway 27. Plane after plane roared overhead and muffled the sounds of nature...the Emerald Necklace is an impressive preservation of open space....	The Supplemental DEIS/FEIR contains additional analysis of the project relative to parklands. As depicted in Figure 6.3-4 of the Supplemental DEIS/FEIR, the Arnold Arboretum, Emerald Necklace, and Franklin Park are well outside the 65 dB DNL noise contour associated with the Preferred Alternative. Therefore, the Airside Project will have no impact on these parklands. In addition, the Boston Harbor Islands, while within the No Action Alternative 65 dB DNL noise contour, will have no noise increase under the Preferred Alternative. Refer to Section 6.3 of the Supplemental DEIS/FEIR for additional discussion of parklands.
327.2	Noise	Runway Use	As flights using Runway 27 zoomed overhead [at 11:25 pm last night] I could not sleep. Certainly these planes are violating Boston city ordinances on noise levels. I am astounded by how intrusive [flights using Runway 27] are. ...I am told that the noise pollution that I am faced with several days every week will triple if the new runway [Runway 14/32] is built.	Refer to Section 8.2 of the Supplemental DEIS/FEIR, which clearly states that Option C is the preferred layout for Runway 14/32 and that Option C requires determination of acceptable level of safety. There is no indication that Runway 14/32 would increase the percentage of operations that fly in the vicinity of Jamaica Plain compared to the percentage of operations in the late 1990s. Furthermore, the noisiest airplanes were phased out as of December 31, 1999 and the total noise exposure in Jamaica Plain should be improved.

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COMMENT PROCEDURE for: Draft Logan Airside Improvements (a.k.a. Runway 14/32) **EOEA #10458**

All comments on EIRs (environmental impact report) must refer to the EOEA file number. There may be other identifying numbers, but the EOEA file number is the one which must be used.

Comments not referring to the EOEA file number may not be considered.

LETTER 328

All comments must be received April 22, 1999.
All mail concerning the environmental impact review process including filings, comments, and all associated materials must be addressed to:

Bob Durand, Secretary
Executive Office of Environmental Affairs
Attention: MEPA Office
Arthur Pugsley EOEA No. #10458
100 Cambridge Street - 20th Floor
Boston, MA 02202

Failure to address mail in this manner may result in delay of action on comments or no action on comments at all.

Dear Mr. Durand,

My comments to the EIR-Logan Airside Improvements Plan EOEA #10458 are as follows:

Boston and its neighborhoods deserve a long-
term solution, not the current stop-gap 328.1
proposal. The long-term solution should be
regional, rather than focused on expanding Logan's
capacity and adding to the present traffic and 328.2
pollution problems in Boston.

Name Anne Rogers
Address 46 Lila Rd.
Jamaica Plain, MA 02130
Phone (617) 524-0724

Letter 328
Anne Rogers
Private Citizens: Jamaica Plain

Code	Topic 1	Topic 2	Comment	Response
328.1	Alternatives	Preferred Alternative	Boston and its neighborhoods deserve a long-term solution, not the current stop gap proposal.	Based on simulation modeling, Logan Airport experienced 120,000 hours of runway-related delays in 1998. If no actions are taken, runway-related delays are forecast to grow as high as 333,000 hours under a 37.5M High Fleet scenario. The Preferred Alternative produces immediate and long-term benefits by lowering runway delays by 38,000 hours if it had been in place in 1998, and by as much as 94,000 hours in the future 37.5M High Fleet scenario. Because of the impact of the regional alternatives, the 37.5M High Fleet scenario is not expected to be achieved until 2015. The sooner airside efficiencies are implemented; the more benefits will accrue over time. Section 4.6 of the Supplemental DEIS/FEIR shows that delay reduction benefits increase over time as traffic levels increase.
328.2	Regional Transportation	Regional Airports	The long-term solution should be regional, rather than focused on expanding Logan's capacity and adding to the present traffic and pollution problems in Boston.	The alternative analysis conforms to FAA and MEPA scoping directives. The impact of the regional alternatives has been addressed through the study of a range of forecast activity levels. Refer to Chapter 2 of the Airside Project Draft EIS/EIR and the Supplemental DEIS/FEIR for a comprehensive discussion of regional alternatives. Massport advocates increased use of the regional airports and high-speed rail services, in addition to construction of Runway 14/32 and the other airside improvement projects at Logan Airport, as a comprehensive plan for ensuring an efficient and balanced regional transportation system. As the analysis in Chapter 2 of this Supplemental DEIS/FEIR indicates, these off-airport alternatives are expected to reduce aircraft traffic growth pressures at Logan Airport, but they will not eliminate airside delays at Logan Airport that occur because of a third operating runway during periods of northwest winds. The Preferred Alternative, which specifically addresses this deficiency, is necessary and provides clear benefits at current aircraft traffic levels. These benefits will only increase in the future, even as developments at the regional airports and high-speed rail to New York act to reduce the rate of future growth at Logan Airport.

Comments to: Draft Logan Airside Improvements EOEA #10458

COMMENT PROCEDURE for: Draft Logan Airside Improvements (a.k.a. Runway 14/32) **EOEA #10458**

All comments on EIRs (environmental impact report) must refer to the EOEA file number. There may be other identifying numbers, but the EOEA file number is the one which must be used.

Comments not referring to the EOEA file number may not be considered. LETTER 329

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Executive Office of Environmental Affairs
Attention: MEPA Office
Arthur Pugsley EOEA No. #10458
100 Cambridge Street - 20th Floor
Boston, MA 02202

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Dear Mr. Durand,

My comments to the EIR-Logan Airside Improvements Plan EOEA #10458 are as follows:

- This plan does not take into account the massive increases
in surface traffic that will be caused by the increased 329.1
flights.
- The plan as written is seriously flawed in its counting of 329.2
present delays. It is also self-serving for the Massport
authority
- The plan is much too short-term where a 329.3
long term, regional approach that considers all 329.4
transport modalities is needed

James P. Sliker

Name James P. Sliker
Address 15 Roanoke Ave
Jamaica Plain, MA 02130
Phone 617-524-5898

4/15/99

Letter 329
James P. Sliker
Private Citizens: Jamaica Plain

Code	Topic 1	Topic 2	Comment	Response
329.1	Ground Transportation	Access to Logan	This plan does not take into account the massive increases in surface traffic that will be caused by the increased flights.	The Preferred Alternative is not expected to lead to an increase in passenger demand, and therefore, it will have no effect on congestion or delays on Boston area highways. Refer to Section 4.2.
329.2	Delay	Model	The plan as written is seriously flawed in its counting of present delays.	Refer to Section 4.4 of the Supplemental DEIS/FEIR for a discussion on the estimation and modeling of flight delays. It includes a description of FAA and U.S. DOT delay measures and their limitations, an explanation of computer models for estimating flight delays, and historical data on delays at Logan Airport and other major United States airports. The methodology used for the Airside Project includes the effects of constraints at Logan Airport, and produces lower delay estimates than FAA modeling. The FAA approved all the models, which have been validated in previously published studies of Logan Airport.
329.3	Alternatives	Preferred Alternative	The plan is much too short-term....	Based on simulation modeling, Logan Airport experienced 120,000 hours of runway-related delays in 1998. If no actions are taken, runway-related delays are forecast to grow as high as 333,000 hours under a 37.5M High Fleet scenario. The Preferred Alternative produces immediate and long-term benefits by lowering runway delays by 38,000 hours if it had been in place in 1998, and by as much as 94,000 hours in the future 37.5M High Fleet scenario. Because of the impact of the regional alternatives, the 37.5M High Fleet scenario is not expected to be achieved until 2015. The sooner airside efficiencies are implemented; the more benefits will accrue over time. Section 4.6 of the Supplemental DEIS/FEIR shows that delay reduction benefits increase over time as traffic levels increase.
329.4	Regional Transportation	Regional Airports	...a long term regional approach that considers alt. transport modalities is needed.	The alternative analysis conforms to FAA and MEPA scoping directives. The impact of the regional alternatives has been addressed through the study of a range of forecast activity levels. Refer to Chapter 2 of the Airside Project Draft EIS/EIR and the Supplemental DEIS/FEIR for a comprehensive discussion of regional alternatives. Massport advocates increased use of the regional airports and high-speed rail services, in addition to construction of Runway 14/32 and the other airside improvement projects at Logan Airport, as a comprehensive plan for ensuring an efficient and balanced regional transportation system. As the analysis in Chapter 2 of this Supplemental DEIS/FEIR indicates, these off-airport alternatives are expected to reduce aircraft traffic growth pressures at Logan Airport, but they will not eliminate airside delays at Logan Airport that occur because of a third operating runway during periods of northwest winds. The Preferred Alternative, which specifically addresses this deficiency, is necessary ano provides clear benefits at current aircraft traffic levels. These benefits will only increase in the future, even as developments at the regional airports and high-speed rail to New York act to reduce the rate of future growth at Logan Airport.

COMMENT PROCEDURE for: Draft Logan Airside Improvements (a.k.a. Runway 14/32) **EOEA #10458**

All comments on EIRs (environmental impact report) must refer to the EOEA file number. There may be other identifying numbers, but the EOEA file number is the one which must be used.

Comments not referring to the EOEA file number may not be considered.

LETTER 330

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All mail concerning the environmental impact review process including filings, comments, and all associated materials must be addressed to:

Bob Durand, Secretary
Executive Office of Environmental Affairs
Attention: MEPA Office
Arthur Pugsley EOEA No. #10458
100 Cambridge Street - 20th Floor
Boston, MA 02202

Failure to address mail in this manner may result in delay of action on comments or no action on comments at all.

Dear Mr. Durand,

My comments to the EIR-Logan Airside Improvements Plan EOEA #10458 are as follows:

1. This will increase not decrease air traffic over Jamaica Plain in the long and short term. 330.1
2. It will not solve the long-term issues regarding increased air traffic at Logan Airport. 330.2
3. The DEIS/DEIR for the Logan Airside Improvements Planning Project is basically flawed in its calculation of present delays and future impact. 330.3
4. There is no plan to handle the massive increases in ground traffic that will be a direct result of the increased passenger flights. 330.4

Lynn Thornton
Name Lynn Thornton
Address 15 Roanoke Ave.
Jamaica Plain, MA 02130
Phone 524-5898
4/15/99

Letter 330
Lynn Thornton
Private Citizens: Jamaica Plain

Code	Topic 1	Topic 2	Comment	Response
330.1	Alternatives	Runway 14/32	This will increase not decrease air traffic over Jamaica Plain....	The Supplemental DEIS/FEIR projects that the Preferred Alternative would promote runway use in a manner that is more consistent with annual PRAS goals. The total number of departures from Runway 27 (over South Boston, Roxbury, and Jamaica Plain) would increase, but the number of equivalent jet operations would remain essentially the same. The difference in these communities would be fewer nighttime operations and more daytime operations but the same noise impacts.
330.2	Alternatives	Preferred Alternative	It will not solve the long-term issues regarding increased air traffic at Logan Airport.	Based on simulation modeling, Logan Airport experienced 120,000 hours of runway-related delays in 1998. If no actions are taken, runway-related delays are forecast to grow as high as 333,000 hours under a 37.5M High Fleet scenario. The Preferred Alternative produces immediate and long-term benefits by lowering runway delays by 38,000 hours if it had been in place in 1998, and by as much as 94,000 hours in the future 37.5M High Fleet scenario. Because of the impact of the regional alternatives, the 37.5M High Fleet scenario is not expected to be achieved until 2015. The sooner airside efficiencies are implemented; the more benefits will accrue over time. Section 4.6 of the Supplemental DEIS/FEIR shows that delay reduction benefits increase over time as traffic levels increase.
330.3	Delay	Models	The DEIS/DEIR for the Logan Airside Improvements Planning Project is basically flawed in its calculation of present delays and future impact.	Refer to Section 4.4 of the Supplemental DEIS/FEIR for a discussion on the estimation and modeling of flight delays. It includes a description of FAA and U.S. DOT delay measures and their limitations, an explanation of computer models for estimating flight delays, and historical data on delays at Logan Airport and other major United States airports. The methodology used for the Airside Project includes the effects of constraints at Logan Airport, and produces lower delay estimates than FAA modeling. The FAA approved all the models, which have been validated in previously published studies of Logan Airport.
330.4	Ground Transportation	Access to Logan	There is no plan to handle the massive increases in ground traffic....	The Preferred Alternative is not expected to lead to an increase in passenger demand, and therefore, it will have no effect on congestion or delays on Boston area highways. Refer to Section 4.2.

COMMENT PROCEDURE for: Draft Logan Airside Improvements (a.k.a. Runway 14/32) **EOEA #10458**

All comments on EIRs (environmental impact report) must refer to the EOEA file number. There may be other identifying numbers, but the EOEA file number is the one which must be used.

Comments not referring to the EOEA file number may not be considered.

LETTER 331

All comments must be received April 22, 1999

All mail concerning the environmental impact review process including filings, comments, and all associated materials must be addressed to:

Bob Durand, Secretary
Executive Office of Environmental Affairs
Attention: MEPA Office
Arthur Pugsley EOEA No. #10458
100 Cambridge Street - 20th Floor
Boston, MA 02202

Failure to address mail in this manner may result in delay of action on comments or no action on comments at all.

Dear Mr. Durand,

My comments to the EIR-Logan Airside Improvements Plan EOEA #10458 are as follows:

I am completely against The construction of a
new runway. In Jamaica Plain where I
live we are only now feeling some relief 331.1
from The barrage of airplane noise.
That would keep us indoors in good
weather. Developing more air business at
local airports (with commuter shuttles) 331.2
would be The answer - for now at least.

Name Danielle Toth
Address 24 Greenough Ave
J. P. 02130
Phone 522-5263

Letter 331
Danielle Toth
Private Citizens: Jamaica Plain

Code	Topic 1	Topic 2	Comment	Response
331.1	Alternatives	Impacts	I am completely against the construction of a new runway. In Jamaica Plain...The barrage of airplane noise...keeps us indoors in good weather.	The Supplemental DEIS/FEIR projects that the Preferred Alternative would promote runway use in a manner that is more consistent with annual PRAS goals. The total number of departures from Runway 27 (over South Boston, Roxbury, and Jamaica Plain) would increase, but the number of equivalent jet operations would remain essentially the same. The difference in these communities would be fewer nighttime operations and more daytime operations but the same noise impacts.
331.2	Regional Transportation	Regional Airports	Developing more air business at local airports (with commuter shuttles) would be the answer....	The alternative analysis conforms to FAA and MEPA scoping directives. The impact of the regional alternatives has been addressed through the study of a range of forecast activity levels. Refer to Chapter 2 of the Airside Project Draft EIS/EIR and the Supplemental DEIS/FEIR for a comprehensive discussion of regional alternatives. Massport advocates increased use of the regional airports and high-speed rail services, in addition to construction of Runway 14/32 and the other airside improvement projects at Logan Airport, as a comprehensive plan for ensuring an efficient and balanced regional transportation system. As the analysis in Chapter 2 of this Supplemental DEIS/FEIR indicates, these off-airport alternatives are expected to reduce aircraft traffic growth pressures at Logan Airport, but they will not eliminate airside delays at Logan Airport that occur because of a third operating runway during periods of northwest winds. The Preferred Alternative, which specifically addresses this deficiency, is necessary and provides clear benefits at current aircraft traffic levels. These benefits will only increase in the future, even as developments at the regional airports and high-speed rail to New York act to reduce the rate of future growth at Logan Airport.

COMMENT PROCEDURE for: Draft Logan Airside Improvements (a.k.a. Runway 14/32) EOEA #10458

All comments on EIRs (environmental impact report) must refer to the EOEA file number. There may be other identifying numbers. but the EOEA file number is the one which must be used.

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LETTER 332

All comments must be received April 22. 1999
All mail concerning the environmental impact review process including filings. comments. and all associated materials must be addressed to:

Bob Durand. Secretary
Executive Office of Environmental Affairs
Attention: MEPA Office
Arthur Pugsley EOEA No. #10458
100 Cambridge Street - 20th Floor
Boston. MA 02202

Failure to address mail in this manner may result in delay of action on comments or no action on comments at all.

Dear Mr. Durand,

My comments to the EIR-Logan Airside Improvements Plan EOEA #10458 are as follows:

The new runway proposal is NO Solution —
Can it now - go back to The drawing
board - no one will tolerate living in 332.1
a city where outdoor life will be
intolerable.
The neighborhoods are not DUPED by
This - we will fight to The end -!

Name DANIELLE TOTH
Address 24 Greenough Ave
Jamaica Plain
Phone 617 522-5263

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Letter 332
Danielle Toth
Private Citizens: Jamaica Plain

Code	Topic 1	Topic 2	Comment	Response
332.1	Nose	Runway 14/32	The new runway proposed is NO solution...no one will tolerate living in a city where outdoor life will be intolerable.	Massport's FAA-approved sound insulation program is only one element of the noise abatement program. For a discussion of the noise abatement program, refer to the discussion in the *Logan Airport 1994/1995 GEIR* and the *Logan Airport 1998 Annual Update.* Massport has existing actions initiatives underway that reduce noise impacts on nearby communities, including: Noise abatement and runway use restrictions; Exploring means of extending the Logan Airport sound insulation program through innovative investigation of hill effects on sound propagation; Encouraging growth at Worcester Regional Airport and other alternative airports; and Monitoring and improving achievement of PRAS goals.

LETTER 333

24 Cranston St.
Jamaica Plain, MA 02130
April 15, 1999

Bob Durand, Secretary
Executive Office of Environmental Affairs
100 Cambridge Street - 20th Floor,
Boston, MA 02202

Dear Mr. Durand:

I am writing to share my position on Massport's proposed new runway 14/32 with you. I am adamantly opposed to the proposed runway, and I encourage the Executive Office of Environmental Affairs to study the issue closely and stand opposed to Massport's proposal as well.

Yes, Boston needs a healthy transportation system, and an airport plays an important role. However, air travel is the most environmentally damaging way to travel, in terms of fuel consumption per person, noise and air quality degradation, and economics. 333.1

Massport argues that the runway is needed to cut delays, but even this is in
dispute, depending on who is interpreting which statistics. More importantly, like the 333.2
rule for highways, "build it and they will come", a new runway will lead to more
flights, more noise, more pollution. Though the runway might have a specific direction
and a pledge for restricted use, like HOV lanes nationwide, the restrictions are always 333.3
eased as the number of users overall continually climbs. The number of flights in and
out of Logan will increase to the capacity of the structure. Thus, no new structures.

Furthermore, there is an element of environmental justice to the debate. The impacted areas are home to the bulk of metropolitan Boston's poor, minority, colored communities. Meanwhile, the majority of those who fly frequently are wealthier and more likely to live in the suburbs, out of harms way. 333.4

Sane, sustainable transportation policy needs to be build on cutting trips, decreasing noise, fuel consumption, and air pollution. That means focusing on rail travel for long distances. The State of Massachusetts, Massport, and other political entities need to deal with alternative forms of transportation before they increase capacity at an airport, build a new highway, etc. 333.5

For all these reasons, the Executive Office of Environmental Affairs should stand against any airport expansion.

Sincerely,

David Weinstein

Letter 333
David Weinstein
Private Citizens: Jamaica Plain

Code	Topic 1	Topic 2	Comment	Response
333.1	Alternatives	Runway 14/32	I am adamantly opposed to the proposed runway [14/32]....	Comment noted.
333.2	Purpose and Need	Delay	Massport argues that the runway is needed to cut delays, but even this is in dispute, depending on who is interpreting which statistics.	Refer to Section 4.4 of the Supplemental DEIS/FEIR for a discussion on the estimation and modeling of flight delays. It includes a description of FAA and U.S. DOT delay measures and their limitations, an explanation of computer models for estimating flight delays, and historical data on delays at Logan Airport and other major United States airports. The methodology used for the Airside Project includes the effects of constraints at Logan Airport, and produces lower delay estimates than FAA modeling. The FAA approved all the models, which have been validated in previously published studies of Logan Airport. The FAA Technical Center was responsible for the capacity and delay results in the 1992 FAA Capacity Enhancement Report for Logan Airport that concluded the need for Runway 14/32, reduced minimums and taxiway improvements. The Technical Center simulated Logan Airport airfield operations with the RDSIM model and estimated that when activity reached 504,000 annual operations, total delay would exceed 260,000 hours per year. The Airside Project Draft EIS/EIR forecasts delays to increase to 157,500 hours per year when annual operations reach 510,000 with the 29M Low Fleet scenario. The Supplemental DEIS/FEIR compares the FAA Technical Center delay estimates in 1992 with those of the Logan Airside Project estimates. The FAA has concluded that the Airside delays represent "a plausible and conservative estimate...." The FAA consistently rates Logan Airport as one of the most delay prone airports in the United States Logan Airport's estimated annual delay hours are over five times the FAA's 20,000-hour threshold for a severely delayed airport. Refer to Section 4.4 of the Supplemental DEIS/FEIR for a discussion on the estimation and modeling of flight delays. It includes a description of FAA and U.S. DOT delay measures and their limitations, an explanation of computer models for estimating flight delays, and historical data on delays at Logan Airport and other major United States airports. The methodology used for the Airside Project includes the effects of constraints at Logan Airport, and produces lower delay estimates than FAA modeling. The FAA approved all the models, which have been validated in previously published studies of Logan Airport.
333.3	Alternatives	Runway 14/32	...a new runway will lead to more flights, more noise, more pollution. Though the runway might have a specific direction and a pledge for restricted use...restrictions are always eased as the number of users overall continually climbs. The number of flights in and out of Logan will increase to the capacity of the structure.	The goals of the Airside Project are to reduce delay, increase the airport's efficiency, and improve airfield safety in an environmentally responsible manner. The construction of unidirectional Runway 14/32 would prevent the significant drop in airfield capacity that now occurs during northwest wind conditions. The runway would not increase Logan Airport's normal operating capacity of approximately 120 operations per hour which is available nearly 80 percent of the year, but rather would allow this capacity to be maintained more consistently. The new runway at Logan Airport is not proposed to increase the annual capacity at Logan Airport. Rather, it is proposed to reduce delays, particularly on days with strong northwest winds. The Airside Project Draft EIS/EIR analysis shows that this runway also provides more flexibility in runway use, allowing the FAA controllers to adhere more closely to the PRAS goals with attendant benefits to the neighboring communities that are most highly noise impacted.

Code	Topic 1	Topic 2	Comment	Response
333.4	Environmental Justice	Impacts	...there is an element of environmental justice...The impacted areas are home to the bulk of metropolitan Boston's poor, minority, colored communities...the majority of those who fly frequently are wealthier and more likely to live in the suburbs, out of harms way.	The Environmental Justice analysis was expanded for the Supplemental DEIS/FEIR. Low-income and minority populations were defined in accordance with Federal Executive Order 12898, the Final United States Department of Transportation Order, and the Council on Environmental Quality's guidance on environmental justice. In addition, the analysis of low-income populations was expanded to include households at 150 percent of poverty level. This analysis found that there is no high and adverse disproportionate impact to low-income and minority populations caused by the Preferred Alternative. Adverse impacts are not predominately borne by low-income or minority populations. Only 21 percent of the population within the 65 dB DNL contour for the Preferred Alternative is minority, compared to the Suffolk County minority population of 38 percent. Less than two percent of the population within the 65 dB DNL contour for the Preferred Alternative has a household income less than 150 percent of poverty level. The additional area within the 65 dB DNL noise contour associated with the Preferred Alternative includes a predominately Hispanic neighborhood in Chelsea which is predicted under worst case assumptions to experience an increase of 0.6 dB or less. Under FAA standards, this change is not a significant adverse impact. The minority and low-income populations in South Boston and East Boston affected by the Preferred Alternative 65 dB DNL contour are almost identical to the No Action Alternative. The 65 dB DNL contour for the Preferred Alternative does not extend into Jamaica Plain, Roxbury and the South End. Mitigation of the increased noise within the 65 dB DNL contour will be provided to affected communities in the form of residential sound insulation. A discussion of the Environmental Justice analysis is presented in Section 6.8 of Supplemental DEIS/FEIR.
333.5	Regional Transportation	Regional Airports	The State of Massachusetts, Massport, and other political entities need to deal with alternative forms of transportation [e.g., rail travel] before they increase capacity at an airport....	The alternative analysis conforms to FAA and MEPA scoping directives. The impact of the regional alternatives has been addressed through the study of a range of forecast activity levels. Refer to Chapter 2 of the Airside Project Draft EIS/EIR and the Supplemental DEIS/FEIR for a comprehensive discussion of regional alternatives. Massport advocates increased use of the regional airports and high-speed rail services, in addition to construction of Runway 14/32 and the other airside improvement projects at Logan Airport, as a comprehensive plan for ensuring an efficient and balanced regional transportation system. As the analysis in Chapter 2 of this Supplemental DEIS/FEIR indicates, these off-airport alternatives are expected to reduce aircraft traffic growth pressures at Logan Airport, but they will not eliminate airside delays at Logan Airport that occur because of a third operating runway during periods of northwest winds. The Preferred Alternative, which specifically addresses this deficiency, is necessary and provides clear benefits at current aircraft traffic levels. These benefits will only increase in the future, even as developments at the regional airports and high-speed rail to New York act to reduce the rate of future growth at Logan Airport.

Letter 333: David Weinstein
Private Citizens: Jamaica Plain

Comments to: Draft Logan Airside Improvements EOEA #10458

COMMENT PROCEDURE for: Draft Logan Airside Improvements (a.k.a. Runway 14/32) **EOEA #10458**

All comments on EIRs (environmental impact report) must refer to the EOEA file number. There may be other identifying numbers. but the EOEA file number is the one which must be used.

Comments not referring to the EOEA file number may not be considered.

LETTER 334

All comments must be received April 22. 1999
All mail concerning the environmental impact review process including filings. comments. and all associated materials must be addressed to:

Bob Durand. Secretary
Executive Office of Environmental Affairs
Attention: MEPA Office
Arthur Pugsley EOEA No. **#10458**
100 Cambridge Street - 20th Floor
Boston. MA 02202

Failure to address mail in this manner may result in delay of action on comments or no action on comments at all.

Dear Mr. Durand,

NO NEW RUNWAY, BECAUSE...

My comments to the EIR-Logan Airside Improvements Plan EOEA #10458 are as follows:

1) a new runway may (according to Massport or community) 334.1
relieve delays, but only for a few years. "Build it and
they will come" Roads, runways. More capacity means
more flights, more air pollution, noise pollution, 334.2
auto traffic to and from the airport.

2) Massport has not yet studied/implemented peak
pricing which is proven to decrease traffic 334.3
+ delays at certain times.

3) The State needs to explore alternatives &
GIVE THEM A CHANCE - like high speed rail, 334.4
expanded rail. Our society spends billions on
highways and air travel, but demands cuts and/or
no subsidies from Amtrack + The MBTA.

4) More air travel equals more gas & oil dependency,
wars, oil spills, etc.

Name David Weinstein
Address 24 Cranston St
JP MA 02130
Phone 617 983 2242

Code

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Letter 334
David Weinstein
Private Citizens: Jamaica Plain

Code	Topic 1	Topic 2	Comment	Response
334.1	Alternatives	Runway 14/32	A new runway may...relieve delays, but only for a few years.	Based on simulation modeling, Logan Airport experienced 120,000 hours of runway-related delays in 1998. If no actions are taken, runway-related delays are forecast to grow as high as 333,000 hours under a 37.5M High Fleet scenario. The Preferred Alternative produces immediate and long-term benefits by lowering runway delays by 38,000 hours if it had been in place in 1998, and by as much as 94,000 hours in the future 37.5M High Fleet scenario. Because of the impact of the regional alternatives, the 37.5M High Fleet scenario is not expected to be achieved until 2015. The sooner airside efficiencies are implemented; the more benefits will accrue over time. Section 4.6 of the Supplemental DEIS/FEIR shows that delay reduction benefits increase over time as traffic levels increase.
334.2	Alternatives	Runway 14/32	More capacity means more flights, more air pollution, noise pollution, auto traffic to and from the airport.	The Preferred Alternative is not expected to lead to an increase in passenger demand, and therefore, it will have no effect on congestion or delays on Boston area highways. Refer to Section 4.2.
334.3	Alternatives	Peak Period Pricing	Massport has not yet studied/implemented peak pricing, which is proven to decrease traffic and delays at certain times.	Section 4.5 of the Supplemental DEIS/FEIR provides an updated discussion of PPP at Logan Airport and an analysis of the implications of an illustrative conceptual small community exemption program. PPP was included among the Airside Project alternatives to address delays caused by over-scheduling. The potential impact of PPP on the fleet mix at Logan Airport is discussed in Section 4.5.2 of the Supplemental DEIS/FEIR. Section 4.5.3 of the Supplemental DEIS/FEIR provides an analysis of a PPP Exemption program.
334.4	Regional Transportation	Passenger Rail	...explore alternatives...like high speed rail....	The alternative analysis conforms to FAA and MEPA scoping directives. The impact of the regional alternatives has been addressed through the study of a range of forecast activity levels. Refer to Chapter 2 of the Airside Project Draft EIS/EIR and the Supplemental DEIS/FEIR for a comprehensive discussion of regional alternatives. Massport advocates increased use of the regional airports and high-speed rail services, in addition to construction of Runway 14/32 and the other airside improvement projects at Logan Airport, as a comprehensive plan for ensuring an efficient and balanced regional transportation system. As the analysis in Chapter 2 of this Supplemental DEIS/FEIR indicates, these off-airport alternatives are expected to reduce aircraft traffic growth pressures at Logan Airport, but they will not eliminate airside delays at Logan Airport that occur because of a third operating runway during periods of northwest winds. The Preferred Alternative, which specifically addresses this deficiency, is necessary and provides clear benefits at current aircraft traffic levels. These benefits will only increase in the future, even as developments at the regional airports and high-speed rail to New York act to reduce the rate of future growth at Logan Airport.

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Comments to: Draft Logan Airside Improvements EOEA #10458

COMMENT PROCEDURE for: Draft Logan Airside Improvements (a.k.a. Runway 14/32) **EOEA #10458**

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LETTER 335

All comments must be received April 22, 1999
All mail concerning the environmental impact review process including filings, comments, and all associated materials must be addressed to:

Bob Durand, Secretary
Executive Office of Environmental Affairs
Attention: MEPA Office
Arthur Pugsley EOEA No. #10458
100 Cambridge Street - 20th Floor
Boston, MA 02202

Failure to address mail in this manner may result in delay of action on comments or no action on comments at all.

Dear Mr. Durand,

My comments to the EIR-Logan Airside Improvements Plan EOEA #10458 are as follows:

335.1 THERE ARE ENOUGH FLAWS IN MASSPORT'S ENVIRONMENTAL IMPACT STUDY TO
INVALIDATE THEIR PROPOSAL FOR RUNWAY 14/32. FOR INSTANCE:
☐ THE DELAY FIGURES FOR LOGAN AIRPORT AS PRESENTED BY MASSPORT ARE
GROSSLY EXAGGERATED, OUTDATED AND BASED ON "MAXIMUM CAPACITY" GOALS.
335.2 SINCE 1992, DELAYS AT LOGAN HAVE ACTUALLY GONE DOWN, ACCORDING TO THE FA
☐ MASSPORT'S "NOISE CONTOUR LINES" HAVE NOT BEEN UPDATED TO REFLECT THE ACTU
NOISE LEVELS SUFFERED BY BOSTON COMMUNITIES. THEIR NOISE MEASURING METHOD
335.3 ARE HIGHLY FANCIFUL.
335.4 ☐ MASSPORT'S CONCEPT OF "EQUITABLE SHARE OF THE NOISE" PUTS THE BURDEN ON
LOW-INCOME, INNER CITY NEIGHBORHOODS WHILE SPARING THE AFFLUENT SUBURBS:
HANSCOM AIRPORT, WHICH COULD RELIEVE LOGAN, IS ONLY USED AT A THIRD OF
335.5 ITS CAPACITY.
☐ THE ENVIRONMENTAL IMPACT REPORT DOES NOT TAKE INTO ACCOUNT THE CUMULATI
IMPACT OF THE PROPOSAL, NAMELY THE DISASTROUS EFFECTS THE RESULTING
335.6 INCREASE IN AIR TRAFFIC WILL HAVE ON GROUND TRANSPORTATION, AIR QUALIT
HEALTH, QUALITY OF LIFE, REAL ESTATE PRICES, MUNICIPAL TAX REVENUES.
335.7 THIS PROPOSAL HAS VERY LITTLE TO DO WITH DELAY REDUCTION, AND EVERYTHING TO DO WITH
EXPANSION OF CAPACITY AT LOGAN, UNTIL SATURATION IS REACHED AGAIN A FEW YEARS
DOWN THE LINE. THE PRICE PAID BY BOSTON
RESIDENTS IS ALREADY TOO HIGH. WHAT WE NEED
ARE SENSIBLE LONG-SIGHTED ALTERNATIVES.

Name JACQUES WEISSGERBER
Address 30 NEWBERN STREET #3
JAMAICA PLAIN MA 02130
Phone 617/983 3123

April 18, 1999

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Letter 335
Jacques Weissgerber
Private Citizens: Jamaica Plain

Code	Topic 1	Topic 2	Comment	Response
335.1	Delay	Model	The delay figures [in support of runway 14/32]...are grossly exaggerated, outdated and based on "maximum capacity" goals. Since 1992, delays at Logan have actually gone down, according to the FAA.	Logan Airport flight delays, as measured by the FAA, did decline between 1993 and 1997. Nevertheless, the same data show that Logan Airport was consistently ranked as one of the nation's most delayed airports throughout this period. In 1998, delayed flights at Logan Airport, as reported by the FAA increased by more than 30 percent, and continued to increase in 2000. In 2000, Logan was the second most delayed airport for arrivals in the US. This represents the worst rank in Logan's history. There are three reasons for the decline in delays between 1993 and 1997. First, in 1997, the number of hourly scheduled flights was less than Logan Airport's normal operating capacity of 120 flights per hour, unlike 1993, when airlines scheduled flights well beyond Logan Airport's hourly capacity. Second, Logan Airport's hourly demand profile is flatter than it was in 1993. Airlines are spreading scheduled flights throughout the day taking advantage of Logan Airport's off-peak hours (*e.g.,* 10 AM to 1 PM). Finally, airlines are carrying more passengers per flight. In fact, with roughly the same number of flights as in 1993, Logan Airport accommodated over 3 million more passengers. One reason for this is that the regional carrier network serving New England is more efficient. In 1993, there were three regional carrier systems serving 2.1 million regional passengers at Logan Airport. Since 1994, Logan Airport has been served by two regional airline systems (Business Express, now American Eagle, and US Airways Express). These carriers handled 2.2 million Logan Airport passengers in 1998. Key lessons learned from this are: 1) while PPP might work in conditions of overscheduling, such as the 1993 environment, because there is no sustained period of flight overscheduling at Logan Airport today, PPP would not provide meaningful delay reduction in the current operating environment; and 2) while delays declined from 1993 to 1997, Logan Airport continued to be one of the most delayed airports in the country because, even though carriers were more efficient at scheduling flights, delays caused by wind and weather continued to occur. In response to the request made by the EPA, as well as by EOEA in its MEPA Certificate on the Draft EIR, the Supplemental DEIS/FEIR includes delay and environmental analyses for 1998 to reflect current conditions and to provide context to the delay problem at Logan Airport. However, it should be noted that the appropriate comparison for assessing future year conditions and the effectiveness of the Airside Project, is a comparison of the Preferred Alternative to the No Action Alternative, not a comparison of the Preferred Alternative to the base year. A discussion of current and historic conditions can be found in Section 4.2 of the Supplemental DEIS/FEIR. Refer to Section 4.4 of the Supplemental DEIS/FEIR for a discussion on the estimation and modeling of flight delays. It includes a description of FAA and U.S. DOT delay measures and their limitations, an explanation of computer models for estimating flight delays, and historical data on delays at Logan Airport and other major United States airports. The methodology used for the Airside Project includes the effects of constraints at Logan Airport, and produces lower delay estimates than FAA modeling. The FAA approved all the models, which have been validated in previously published studies of Logan Airport.

Code	Topic 1	Topic 2	Comment	Response
335.2	Noise	Impacts	Massport's "noise contour lines" have not been updated to reflect the actual noise levels suffered by Boston communities. Their noise measuring methods are highly fanciful.	The dispersion model portion of the LDMS is an EPA-approved model. The methodology is consistent with FAA and EPA guidelines. Differences between measured and modeled sound levels have been reported in Logan Airport's various GEIRs and Annual Updates for a number of years. Differences at close-in locations were significantly reduced in 1996 through modification of source levels to better account for over-water sound propagation and apparent use of higher engine power settings than are normally assumed in the noise model's database (Refer to Appendix F of the *Logan Airport 1996 Annual Update).* In 1998, differences between measured and modeled noise became even less when Massport upgraded its monitoring system and began to report noise caused only by aircraft -- a metric directly comparable to the DNL exposure levels predicted by the noise model. At sites having exposure levels of 60 dB or more, this improvement to the monitoring system brought measured and modeled DNL values to within 0.2 dB of each other. (Refer to Chapter 6 of the *Logan Airport 1999 Environmental Planning and Status Report*). Massport continues to investigate possible causes for remaining differences (such as from hill effects) but believes the FAA's INM noise model used in the Airside Project noise analyses accurately represents expected noise exposure.
335.3	Noise	Impacts	Massport's concept of "equitable share of the noise" puts the burden on low-income, inner city neighborhoods [with runway 14/32]....	The Environmental Justice analysis in Section 6.8 was expanded for the Supplemental DEIS/FEIR. Low-income and minority populations were defined in accordance with Federal Executive Order 12898, the Final United States Department of Transportation Order, and the Council on Environmental Quality's guidance on environmental justice. In addition, the analysis of low-income populations was expanded to include households at 150 percent of poverty level. This analysis found that there is no high and adverse disproportionate impact to low-income and minority populations caused by the Preferred Alternative. Adverse impacts are not predominately borne by low-income or minority populations. Only 21 percent of the population within the 65 dB DNL contour for the Preferred Alternative is minority, compared to the Suffolk County minority population of 38 percent. Less than two percent of the population within the 65 dB DNL contour for the Preferred Alternative has a household income less than 150 percent of poverty level. The additional area within the 65 dB DNL noise contour associated with the Preferred Alternative includes a predominately Hispanic neighborhood in Chelsea which is predicted under worst case assumptions to experience an increase of 0.6 dB or less. Under FAA standards, this change is not a significant adverse impact. The minority and low-income populations in South Boston and East Boston affected by the Preferred Alternative 65 dB DNL contour are almost identical to the No Action Alternative. The 65 dB DNL contour for the Preferred Alternative does not extend into Jamaica Plain, Roxbury and the South End. Mitigation of the increased noise within the 65 dB DNL contour will be provided to affected communities in the form of residential sound insulation.

Code	Topic 1	Topic 2	Comment	Response
335.4	Regional Airports		…Hanscom airport, which could relieve Logan, is only used at a third of its capacity.	The Airside Project Draft EIS/EIR and the Supplemental DEIS/FEIR, specifically considered the role of Hanscom Field in the analysis of regional alternatives. Hanscom Field, which serves as a general aviation reliever airport to Logan Airport, already accommodates a significant number of aircraft operations (183,000 operations in 1998). The Hanscom Field activity includes private, business, charter, and air taxi operations that might otherwise use Logan Airport. Since the Airside Project Draft EIS/EIR was filed, Shuttle America, a newly founded airline, began commercial scheduled operations at Hanscom Field, offering limited turboprop services to short-haul regional markets – Trenton, Buffalo, Hartford (discontinued), Wilmington, Delaware (discontinued), and Greensboro. Shuttle America is also conducting operations between Hanscom and New York LaGuardia Airport. While Massport supports commercial service at Hanscom Field consistent with its established limits (60 seat regulation), Massport believes that Hanscom Field will maintain its role as a major general aviation reliever, and that its geographic proximity to Logan, Worcester Regional and Manchester airports will prevent its development as a significant commercial airport. Additionally, commuter airlines serving Logan Airport are unlikely to move a significant number of flights from Logan Airport to Hanscom Field, since approximately 50 percent of passengers on Logan Airport's commuter flights connect to other Logan Airport flights and a significant number of passengers are travelling to Boston. However, any new commercial service initiatives proposed for Hanscom Field shall be reviewed for consistency with the *Hanscom GEIR* (HGEIR) and its Annual Updates, and shall be considered by the Hanscom Area Town Selectmen (HATS). Refer to Section 2.6 of the Supplemental DEIS/FEIR for a discussion of Hanscom Field.
335.5	Public Health	Effects	The Environmental Impact Report does not take into account the cumulative impact…the increase in air traffic [from runway 14/32] will have on ground transportation, air quality, health, quality of life, real estate prices, municipal tax revenues.	The Airside Project Draft EIS/EIR and the Supplemental DEIS/FEIR analyze the environmental impacts of the Airside Project, consistent with established federal and state scoping directives. Appropriate mitigation associated with the Airside Project has also been established. Massport has programs in place to reduce the environmental impacts associated with Logan Airport as a whole. These initiatives are described in the *Logan Airport ESPR* and its updates.
335.6	Alternatives	Runway 14/32	…[Runway 14/32] has very little to do with delay reduction, and everything to do with expansion of capacity.	The Preferred Alternative, and specifically unidirectional Runway 14/32, would not increase Logan Airport's normal airfield capacity of approximately 120 operations per hour. This capacity is available at Logan Airport approximately 80 percent of the time. Runway 14/32 would allow Logan Airport to maintain this capacity during periods of strong northwest winds that now require controllers to operate on only one or two runways, compared to the typical three-runway configurations used at Logan Airport. The runway will not increase Logan Airport's normal operating capacity, nor will it encourage or induce an increase in aircraft operations.
335.7	Alternatives	Runway 14/32	…saturation …[will be] reached again a few years….	Based on simulation modeling, Logan Airport experienced 120,000 hours of runway-related delays in 1998. If no actions are taken, runway-related delays are forecast to grow as high as 333,000 hours under a 37.5M High Fleet scenario. The Preferred Alternative produces immediate and long-term benefits by lowering runway delays by 38,000 hours if it had been in place in 1998, and by as much as 94,000 hours in the future 37.5M High Fleet scenario. Because of the impact of the regional alternatives, the 37.5M High Fleet scenario is not expected to be achieved until 2015. The sooner airside efficiencies are implemented; the more benefits will accrue over time. Section 4.6 of the Supplemental DEIS/FEIR shows that delay reduction benefits increase over time as traffic levels increase.

Comments to: Draft Logan Airside Improvements EOEA #10458

COMMENT PROCEDURE for: Draft Logan Airside Improvements (a.k.a. Runway 14/32) **EOEA #10458**

All comments on EIRs (environmental impact report) must refer to the EOEA file number. There may be other identifying numbers, but the EOEA file number is the one which must be used.

Comments not referring to the EOEA file number may not be considered.

LETTER 336

All comments must be received April 22, 1999
All mail concerning the environmental impact review process including filings, comments, and all associated materials must be addressed to:

Bob Durand, Secretary
Executive Office of Environmental Affairs
Attention: MEPA Office
Arthur Pugsley EOEA No. **#10458**
100 Cambridge Street - 20th Floor
Boston, MA 02202

Failure to address mail in this manner may result in delay of action on comments or no action on comments at all.

Dear Mr. Durand,

My comments to the EIR-Logan Airside Improvements Plan EOEA #10458 are as follows:

This is not the long term solution, NOR is it environmentally WISE. ALL MAJOR CITIES WITH AN AIRPORT CLOSE TO THE CITY HAS ALREADY HAD TO REACH OUT TO THEIR SUBERS TO ACCOMIDATE GROWTH. THIS IS THE TIME TO START THAT PROCESS NOT USE THIS BANDAID TO THEN SHORTLY BE BACK TO THE SAME PLACE. I WOULD HOPE THAT OUR POLITICAL LEADERS COULD SEE THAT. 336.1

Name T. Brown
Address 193 OAK ST. #103
Newton, MA 02464
Phone (617) 964-1544

Letter 336
T. Brown
Private Citizens: Newton

Code	Topic 1	Topic 2	Comment	Response
336.1	Alternatives	Preferred Alternative	This is not a long-term solution...This is the time to start...[the] process [of reaching out to the suburbs to accommodate growth]....	Because the development of a second major airport would require ten to 15 years for site selection and environmental review, in addition to a multi-year construction period, this option is not viewed as a solution to accommodating forecast demand over the next 20 years. Hanscom Field's potential service area overlaps with the service areas for several airports that already have the necessary infrastructure for commercial service. These airports are the Hanscom Field, T.F. Green/Providence, and Worcester Regional, all which have had or are undergoing major improvements to their terminal buildings, other landside facilities and airfields.

LETTER 337

Richard Jordan
360 Grove St
Medford, MA 02155-1431
April 2, 1999

Secretary of Environmental Affairs
Attention: MEPA Office
Mr. Arthur Pugsley, EOEA 10458
100 Cambridge St, 20th Floor
Boston, MA 02202

Dear Mr. Pugsley:

I am writing to comment on EOEA 10458, Logan Airside Improvements Planning Project. **I am writing in support of the proposed project** which involves a new runway and added taxiways at Logan International Airport for the following reasons: 337.1

- Since the option of no action involves significant adverse environmental impact, particularly from increased noise and increased air traffic delays, this project will serve to manage and reduce noise pollution and will also have some benefit from an air pollution standpoint. 337.2
- The project will improve the safety of the airport particularly in times of high air traffic congestion with high winds. I use the airport about 12 to 20 times per year and this is important to me – especially during severe winter storms. The project is especially designed for higher wind conditions. 337.3
- The project is vital to the economy of Greater Boston since substantial air traffic delays will make travel here less economically attractive. This is particularly important due to the new Boston Convention Center being built.
- The concerns of neighbors do not recognize the fact that a majority of them moved into the area since the airport's use as an international airport and they knew what they were moving into. Many of them have government funded sound proofing in their homes. 337.4
- Alternatives involving other airport(s) may take decades to work out. We cannot wait that long because the impacts on safety and the economy are affecting the Greater Boston community now. 337.5
- Other environmental impacts appear to be minimal.

I appreciate your consideration of my views.

Sincerely,

Richard Jordan

Richard Jordan

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Letter 337
Richard Jordan
Private Citizens: Medford

Code	Topic 1	Topic 2	Comment	Response
337.1	General Support		I am writing in support of the proposed project which involves a new runway and added taxiways at Logan International Airport for the following reasons:	Comment noted.
337.2	Alternatives	Preferred Alternative	...this project will serve to manage and reduce noise pollution and will also have some benefit from an air pollution standpoint.	Comment noted.
337.3	Alternatives	Runway 14/32	The project will improve the safety of the airport particularly in times of high air traffic congestion with high winds.	Comment noted.
337.4	Purpose and Need	Delay	The project is vital to the economy of Greater Boston since substantial air traffic delays will make travel here less economically attractive.	Comment noted.
337.5	Regional Transportation	Regional Airports	Alternatives involving other airport(s) may take decades to work out.	Comment noted.

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Jill

LETTER 338

Bcc:	Arthur Pugsley@MEPA@EOEA
om:	"Jill Richard" <typejill@excite.com>
ject:	Air Traffic
e:	Tuesday, April 20, 1999 15:21:40 EDT
tach:	
Certify:	N
Priority:	Normal
Defer until:	
Expires:	
Forwarded by:	

To: Mr. Arthur Pugsley and
Mr. Robert Durand, Sec. of MEPA Unit.
From: Jill Richard, 291 High Street, Medford, MA 02155
Re: Air Traffic/New Runway Reference File #10458E08
Date: April 21, 1999

I am opposed to Massport's Proposal to build a new Runway (14.32)as it will 338.1
triple the departures through
Medford via runway 1533 at Logan Airport. This would
be intolerable. It is a quality of life issue.
The whole Western part of the state could use a runway
in their backyards. It would provide convenience for
them, auto traffic congestion is not a factor there,
parking would be viable and air traffic would be 338.2
spread across the state. There is absolutely no sane
ionale for adding to the traffic and environmental
cerns by adding another runway in the Greater Boston
area.
Anyone who legitmately cares about the environment
is aware of this.
Thank You for your attention to this matter.

Jill Richard

Letter 338
Jill Richard
Private Citizens: Medford

Code	Topic 1	Topic 2	Comment	Response
338.1	Alternatives	Runway 14/32	...[The] new Runway (14/32)...will triple the departures through Medford via runway 15/33 at Logan Airport. This would be intolerable.	The Supplemental DEIS/FEIR projects that the Preferred Alternative promote runway use in a manner that is more consistent with annual PRAS goals, and Medford is affected most by Runway 33 departures and Runway 15 arrivals. Total departures from Runway 33L and arrivals to Runway 15R would increase, but many of these are non-jets. These runway operating directions are currently running well below their PRAS goals, and the unidirectional Runway 14/32 would allow the controllers to approach but still remain below the annual goals for these operations. The PRAS goals were established based on a thorough public participation process in response to community noise concerns. Additionally, by increasing the number of operations over water, Runway 14/32 would reduce the total annual hours of dwell and persistence over populated areas in accordance with short-term PRAS goals.
338.2	Regional Transportation	Regional Airports	The whole western part of the state could use a runway in their backyards. It would provide convenience for them, auto traffic congestion is not a factor there, parking would be viable and air traffic would be spread across the state.	Since January 2000 Massport has attracted three new airlines to Worcester Regional Airport. Delta Connection began serving Worcester Regional Airport with two daily nonstop roundtrip flights on regional jet aircraft to Atlanta on February 1, 2000 and will be increasing its service to three daily flights in April 2001. On July 6, 2000, American Eagle began service to New York JFK Airport with three daily nonstop roundtrip flights on turboprop aircraft. In February 2001, PanAm began daily scheduled service from Worcester to Orlando International Airport. Massport is in ongoing discussions with other carriers regarding potential new services at Worcester Regional Airport. In addition to the Worcester Regional Airport, Massport has pursued a variety of initiatives to promote the use of other regional airports and travel modes with the goal of relieving traffic growth pressures at Logan Airport. For example, in November 1999, Massport and Governor Cellucci co-sponsored a Regional Transportation Summit of the New England Governors and transportation officials. The Summit focused on joint marketing among the New England commercial service airports and the joint promotion of rail and road initiatives that will foster an efficient and balanced regional transportation system. A second summit was held in Rhode Island in December 2000. Refer to Chapter 2 of the Supplemental DEIS/FEIR for a comprehensive discussion of Massport's regional transportation planning initiatives. Massport disagrees that its record in diverting traffic to other airports is unsuccessful. Since 1996 eight out of ten new passengers in New England were directed to regional airports, which include T.F. Green/Providence, Worcester Regional, and Manchester airports. In 1999, Massport estimates that regional airports attracted 2.4 million passengers, that would have otherwise used Logan Airport.

LETTER 339

From the Desk of Maryann P. Mahony........

April 7, 1999

MEPA
State Transportation Building
10 Park Plaza
Boston, MA

RE: Logan Runway 1432
Massachusetts Environmental Policy Act Hearing

To Whom It May Concern:

My name is Maryann P. Mahony. I live at 18 Hummock Road in North Quincy. I
am unable to attend tonight's meeting but I would like to be recorded in opposition of
Runway 1432. I have lived in Quincy for many years with the current level of service not
being sufficient and with the increased noise and pollution. Adding an additional runway 339.1
would only increase these problems, therefore I strongly suggest you reconsider the
Logan Runway expansion.
]

I feel the Worcester Airport or Hanscan Field would be more appropriate for the 339.2
expansion. I also feel strongly that more public input is needed from the residence of
Quincy and I believe that is important for Massport to hold a community meeting before 339.3
any decisions are made. I believe these are quality of life issues that will have a major
impact on North Quincy, Marina Bay, and Squantum residence.

Sincerely,

Maryann Mahony

Maryann P. Mahony
Candidate for Ward 6 Councillor
Home Owner

CC: Peter Blute, Massport, Atlantic Neighborhood Association, Squantum Association

Letter 339
Maryann P. Mahony
Private Citizens: Quincy/North Quincy

Code	Topic 1	Topic 2	Comment	Response
339.1	Alternatives	Runway 14/32	...I would like to be recorded in opposition of Runway 14/32. I have lived in Quincy for many years with the current level of service not being sufficient and with the increased noise and pollution...an additional runway would only increase these problems....	In 1998, 77 percent of Logan Airport's jet traffic affected communities to the north and south of the airport—East Boston, Winthrop, Revere, parts of South Boston, Dorchester, Quincy, Milton, and Braintree. Without Runway 14/32, as much as 88 percent of Logan Airport's aircraft operations will overfly these communities when Logan Airport reaches 37.5 million passengers. Construction of Runway 14/32 will allow a more balanced geographic distribution of aircraft operations over populated areas, will increase the number of over-water operations, and will reduce noise exposure for close-in communities. In fact, the most heavily impacted communities will experience a decrease in overflights compared to 1998 levels. With the Preferred Alternative, when Logan Airport reaches 29 million passengers, overflights from Runway 4 arrivals and Runway 22 departures, which affect South Boston, Quincy, Milton, and Braintree, will decrease from 107,861 in 1998 to 58,305 operations.
339.2	Regional Transportation	Regional Airports	...the Worcester Airport or Hanscom Field would be more appropriate for the expansion.	The Airside Project Draft EIS/EIR and the Supplemental DEIS/FEIR, specifically considered the role of Hanscom Field in the analysis of regional alternatives. Hanscom Field, which serves as a general aviation reliever airport to Logan Airport, already accommodates a significant number of aircraft operations (183,000 operations in 1998). The Hanscom Field activity includes private, business, charter, and air taxi operations that might otherwise use Logan Airport. Since the Airside Project Draft EIS/EIR was filed, Shuttle America, a newly founded airline, began commercial scheduled operations at Hanscom Field, offering limited turboprop services to short-haul regional markets – Trenton, Buffalo, Hartford (discontinued), Wilmington, Delaware (discontinued), and Greensboro. Shuttle America is also conducting operations between Hanscom and New York LaGuardia Airport. While Massport supports commercial service at Hanscom Field consistent with its established limits (60 seat regulation), Massport believes that Hanscom Field will maintain its role as a major general aviation reliever, and that its geographic proximity to Logan, Worcester Regional and Manchester airports will prevent its development as a significant commercial airport. Additionally, commuter airlines serving Logan Airport are unlikely to move a significant number of flights from Logan Airport to Hanscom Field, since approximately 50 percent of passengers on Logan Airport's commuter flights connect to other Logan Airport flights and a significant number of passengers are travelling to Boston. However, any new commercial service initiatives proposed for Hanscom Field shall be reviewed for consistency with the *Hanscom GEIR* (HGEIR) and its Annual Updates, and shall be considered by the Hanscom Area Town Selectmen (HATS). Refer to Section 2.6 of the Supplemental DEIS/FEIR for a discussion of Hanscom Field.

Code	Topic 1	Topic 2	Comment	Response
339.3	Environmental Review Process	Public Process	...more public input is needed from the residents of Quincy...it is important for Massport to hold a community meeting before any decisions are made...these are quality of life issues that will have a major impact on North Quincy, Marina Bay, and Squantum residents.	There was an extensive public participation and review process during the preparation of the Airside Project Draft EIS/EIR. Public comments were received on the ENF after it was filed during the summer of 1995. In the fall of 1995, several public scoping sessions were held to provide community input to the subsequent state and federal scopes for the project. To assure that the Airside analysis was conducted with awareness and input from all concerned parties, the Massport Board established the Airside Review Committee (ARC), which consists of the Community Advisory Committee (with representatives from 24 communities surrounding Logan Airport), and 11 businesses and industry organizations. Massport also funded independent consultants for the CAC to provide them with the capacity to professionally assess the analysis and conclusions of the Airside Study. Between 1995 and 1999, Massport held 16 meetings with the ARC, an additional 15 meetings with just the CAC, and several meetings with the CAC consultants. In addition, Massport made 29 presentations to elected officials, most of whom represent Logan Airport's neighboring communities, and Massport held 45 meetings with community and business leaders, reaching an audience of more than 3,000 people. During the public comment period on the Airside Project Draft EIS/EIR, the FAA held two public hearings. In January 2000, in response to the FAA's review of the Draft EIS, the FAA called for preparation of a Supplemental Draft EIS to address specific issues identified by the FAA following input from a SDEIS Panel consisting of six persons. At the FAA's direction, three SDEIS Panel members were appointed by the Governor of the Commonwealth of Massachusetts and three were appointed by the Mayor of the City of Boston. Under the direction of the New England Region FAA, the SDEIS Panel convened in March of 2000 and then met at least monthly with a final meeting in December of 2000. A total of 12 meetings were held. To provide the appropriate background, the SDEIS Panel was presented with an Interim Supplemental Draft EIS, the Airside Project Draft EIS/EIR, answers to key letters written by members of the public, concerned agencies and public officials responding to the Airside Project Draft EIS/EIR, and a series of 15 visual and written presentations from the Project's technical consulting team and other independent industry experts.

LETTER 340

22 Sonoma Road
Quincy, MA 02171

April 14, 1999

Secretary of Environmental Affairs
Attention MEPA Office
Mr. Arthur Pugsley - EOEA No. 10458
100 Cambridge Street
20th Floor
Boston, MA 022025

and

John C. Silva
Manager Environmental Programs
Airports Division, ANE-600
New England Region
12 New England Executive Park
Burlington, MA 01803

Dear Mr. Pugsley and Dear Mr. Silva:

It has been said that the new runway and expansion project at Logan is in the bag.

Did you shudder as you read that?

I do hope so. Because, you see, according to statements attributed to John Devillars, Regional Administrator, Environmental Protection Agency, in The Boston Globe (April 4, 1999) that just may be so. Please read them. Do you get the same impression?

He is mighty vocal for someone who will reserve judgment until the review process is complete and, yet, he speaks in the same interview of Massport's significant obligation to compensate the community with other quality-of-life enhancements (such as?). Does he not understand that there is no compensation for what has been taken in peace of mind and qualities of life?

Massport's situation at Logan is a problem of their own creation because of years of not keeping up with the future of air travel and not siting a new airport when projections showed that it was necessary to do so. Their current problems are an accumulation of years of inaction on their part. The current proposal is also short sighted. Massport has apparently captured the hearts of the business community; they have come out pretty unanimously in favor of Logan's expansion plans, ostensibly because it is good for the economy. Who in that auspicious group of businessmen would make a $25,000,000.00 investment for such a short term solution to such a big problem with such futuristic ramifications? Why do they align with Massport? Economics is what Massport would have everyone believe this is all about. But it does not make good economic sense. So, what is the story behind the story? 340.1

None of the persons, none of the communities who for so long have borne the burden of responsibility for the economic well being of the entire Commonwealth should be burdened with further abuse.

For some it will be better, for others it will be worse. I have read this and heard this expressed. From the North Shore to the South Shore, consider that we are a small segment of a larger body. Moving the pain from the elbow to the knee does not take away the pain. And, in this case, no one seems to have recognized that there is a mid section and left side to this body that has been left out of the equation. It is time to think of us as one body from west to east from north to south. One body. The conditions at Logan are the responsibility of the entire Commonwealth. A very small portion of the Commonwealth has been burdened with the harsh reality of the airport. It is the eastern seaboard and contiguous cities that are bearing the brunt of the calamity called Logan Airport. Massport's hindsightedness has inflicted intolerable noise, air pollution, and quality of life abuses on an area, the population of which is in excess of one million people, 24 hours a day, 7 days a week, 365 days a year. You cannot allow this inequity to continue. The population of the Commonwealth is in excess of six million people.

The Human Element is rarely considered. It is the only factor on which a decision should be made. Every time I hear the word mitigation my stomach turns. It is the equivalent of a prison sentence. It is an inhumane way to live.

We are not laboratory specimens. Just because a specific decibel level is determined to be tolerable or acceptable by a standard, does not mean that we are able to or should have to tolerate that level of noise. Constant noise is intolerable. 340.2

Mr. Crockford (Globe, April 12, 1999) in remarks attributed to him stated, "You cannot discern what's a truck and what's a plane on any accurate basis". This comment was in a statement regarding Massport's monitor data as being irrelevant because it also picks up ground noise. If the reading is that high, it really does not make a difference; the noise is not tolerable. I get more than my fair decibels worth of airplane noise every day of my life. In addition, I am also subjected to train noise, residual expressway noise and extended periods of gun range noise. What is his point?

I must question why Massport continually boasts of the fact that most of the takeoffs will be over the water, thereby lessening impact. Where I live, airplane noise roars off the water. You can hear that roar before you see the planes, and for long after they become minute specks in the sky. Then there are the "ghost" planes, you can hear them, but never see them. For over a year, there has been a marked increase in the volume of that roar and in the number of flights. Something has changed. Many times the feeling is like being at the back end of a rocket booster. The noise starts at 5:35 in the morning. The continuous noise lasts until sometime around 1:00 A.M. Other noise can routinely be heard at 3:15 A.M. Planes are flying closer and making a greater impact. I live nine miles south of the airport. The water does not baffle sound, it enlarges it and it travels over a greater distance. I regret that I have not called the airport every time the noise is intolerable or every time a plane flew so close that it became frightening or every time I was awakened in the night; it would be an every day event. There is some respite, some time, but during the day or night, just about every day and night, the noise is prevalent to the point of distraction. 340.3 340.4

With the prediction of 40,000 more planes in the air by the year 2001, there is no improvement in the quality of life no matter how many runways are added. More planes, more noise; it is as simple as that.

Do you have statistics on the amount of pollution that airplanes reintroduce (every time they take off) into the ocean that we are paying dearly to clean and into the neighborhoods whose residents are paying dearly with their health? 340.5

Do you have statistics on the numbers of people who have to travel from the mid and western areas of the Commonwealth to get to Logan Airport; how much pollution; how much wasted gasoline; how many lost hours to those travelers and business people, because Logan sits at the far side of the Commonwealth? 340.6

Base none of your decision on the reasoning that when you buy a home near an airport you must expect airplane noise and related inconvenience. One fact that comes through loud and clear throughout the hearings and commentary made by those affected, we are communities made up of multigenerational families. We are committed to our communities. We have become caught up with the resurgence of pride in our city and inner city older communities; we are investing in them. Our caring and interest is what makes Boston a nice place to visit. Without us, our caring, the cities would not be worth visiting. We have grown with the aviation technological changes that have occurred in the 75 years that Logan has existed and have been able to maintain the integrity of the cities in spite of Logan. But, enough is enough.

Massport, on the other hand, did not grow with the aviation demands that were placed on them. After the injunction was placed in the 70's, we had every right to think that we could live in peaceful co-existence with Logan/Massport. As soon as the injunction was placed on them, they should have been looking to their future as we have. Instead, they chose to do nothing. They, therefore, must live with their self-inflicted problems. Massport has had 23 years to find the solution. They have been complacent with their lot in life and addressed problems after the fact, not as anticipatory measures. It does not speak well of their ability to run their business. There is no solution for Massport's problems at Logan. A new airport and regionalization are the only solutions. If it takes, ten years to accomplish that end, then so be it. Massport has wasted 23 years, what is another ten years? 340.7

I would like to point out that Massport *did* take the time to meet with the Editorial Staff of our South Shore newspaper, The Patriot Ledger, and, obviously, was very convincing, because the paper came out in favor of airport expansion projects.

Massport *did* meet with the Board of Directors of the South Shore Chamber of Commerce and that body represented that they spoke in behalf of their membership and voted unanimously in favor of expansion projects at Logan. As a member of the South Shore Chamber, I take issue with the fact that they came out in favor of expansion. The airport issue has far reaching negative impact and the Chamber should have brought the issue to the members to enable them to make a decision, instead of representing that 2500 members were in favor. I have made my opinion known to them.

Massport *did not* make an attempt to present their program for expansion to the residents of the South Shore. Instead they presented to persons who had control over large numbers of people, convinced them it was good and encouraged them to go forth and spread that good news to the masses. The Ledger did that. The Globe did that. The Herald did that. Rather sneaky of Massport, I say. 340.8

I do not believe that Boston is the only place for a major airport. I do not believe any of the statements or reports that indicate that other locations are inappropriate for an airport, that no one would come if an airport was located here or there. I am of a build it and they will come mentality.

I think the expansion plan is poorly thought out, that the effect on quality of life will be devastating, that there is no expansion solution at Logan, that there is really only one solution a new airport; regionalization will always be important; infrastructure to handle the certain increase in demand is essential. The most important aspect is to create a master plan that is more far-sighted than the end of Massport's nose; that seems to be as 340.9

futuristic as they are capable of thinking. Remember, they had 23 years to do the right thing for aviation progress and for the people.

Another day. Another rub. Governor Cellucci will announce today that Massport is taking over Worcester Airport and will create infrastructure that will make access easy. Timing wise, it seems to be politics, as usual. Is this supposed to make it appear that Massport is/has been doing the right thing all along; make us feel that progress is being made; make it appear that we can call off the watchdogs now? Cynical aren't I? It goes with the issue.

Rub number two. Three million dollars! Our money was used to fight us instead of putting it to good use; doing better research; assessing health risks; finding an honest solution. Such waste. This gives insight to the ilk of the persons involved in this project. One thing is certain, *we* could have put that money to much better use.

There will be no concessions, no compromise with regard to 14/32. Massport must bring Worcester up to par, including infrastructure, as should have been done so long ago and with no strings attached. If it will be a long and painful process, I say, grin and bear it Massport. This has been their message to us for so long, too long. It is time Massport did the right thing.

Mr. Pugsley and Mr. Silva, Logan Airside Improvements Planning Project ("Project") is not good for the people (The Human Element), please do not approve it; it is wrong.

Sincerely,

Marie J. Stamos

Marie J. Stamos

James N. Stamos

cc: The Patriot Ledger
The South Shore Chamber of Commerce
Bernice Mader, CAC
Senator Edward M. Kennedy
Senator John F. Kerry
Robert L. Driscoll, Sr.
Senator Michael Morrissey
Representative Bruce Ayers
Representative Joseph Sullivan
Sandra M. Kunz, CAC
Phil Lemnios, CAC
Rodney Slater, U.S. Dept. of Transportation

Letter 340
Marie and James Stamos
Private Citizens: Quincy/North Quincy

Code	Topic 1	Topic 2	Comment	Response
340.1	Alternatives	Runway 14/32	...[The current proposal] is a short term solution to...a big problem....	Based on simulation modeling, Logan Airport experienced 120,000 hours of runway-related delays in 1998. If no actions are taken, runway-related delays are forecast to grow as high as 333,000 hours under a 37.5M High Fleet scenario. The Preferred Alternative produces immediate and long-term benefits by lowering runway delays by 38,000 hours if it had been in place in 1998, and by as much as 94,000 hours in the future 37.5M High Fleet scenario. Because of the impact of the regional alternatives, the 37.5M High Fleet scenario is not expected to be achieved until 2015. The sooner airside efficiencies are implemented; the more benefits will accrue over time. Section 4.6 of the Supplemental DEIS/FEIR shows that delay reduction benefits increase over time as traffic levels increase.
340.2	Noise	Impacts	Just because a specific decibel level is determined to be tolerable or acceptable by a standard, does not mean that we are able to or should have to tolerate that level of noise. Constant noise is intolerable.	The acceptability of constant or time varying noise levels depends on its level and context as well as the state of the listener. The federal guidelines are primarily for the protection of people from noise exposures that interfere with human activity, such as speech communication.
340.3	Alternatives	Runway 14/32	...[Although] most of the takeoffs will be over the water...Where I live, airplane noise roars off the water.	Sound is reflected off the water and adds to the sound exposure of people who live on the water. However, the use of over-water departure routes at Logan Airport has been developed successfully to minimize the number of people affected by noise.
340.4	Noise	Impacts	For over a year, there has been a marked increase in the volume of that roar and in the number of flights...The noise starts at 5:35 in the morning. The continuous noise lasts until sometime around 1:00 AM. With the prediction of 40,000 more planes in the air by the year 2001, there is no improvement in the quality of life no matter how many runways are added. More plans, more noise....	The major source of aircraft noise in the Quincy area is the arrival of aircraft on Runway 4R and Runway 4L. In the future year fleet scenarios, the effective jet arrivals on these runways is significantly less with the addition of Runway 14/32 (refer to the comparison between Alternatives 1A and Alternative 4 in Table 6.2.3 in the Airside Project Draft EIS/EIR).
340.5	Air Quality	Standards	Do you have statistics on the amount of [air emissions] pollution that airplanes reintroduce (every time they take off) into the ocean...and into the neighborhoods whose residents are paying dearly with their health?	The emissions inventories for future conditions and alternatives are contained in Section 6.4 and Appendix F of the Supplemental DEIS/FEIR. These inventories show that all Alternatives, including the No Action and Preferred Alternatives, are well within acceptable criteria. In addition, dispersion modeling indicates no violation of the NAAQS for the pollutants analyzed (CO, NO and PM_{10}) under any alternative and future year.
340.6	Ground Transportation	Access to Logan	Do you have statistics on the numbers of people who have to travel from the mid and western areas of the Commonwealth to get to Logan Airport; how much pollution; how much wasted gasoline; how many lost hours to those travelers and business people, because Logan sits at the far side of the Commonwealth?	Although this specific information is not available, Massport has a long-standing relationship with the City of Worcester to aid Worcester Regional Airport in reaching its full potential, thereby improving the efficiency of the New England air transportation network. Massport assumed operational control of the Worcester Regional Airport on January 15, 2000. Refer to Section 2.10 of the Supplemental DEIS/FEIR for a discussion of Massport's efforts to promote increased utilization of Worcester Regional and other regional airports.

Code	Topic 1	Topic 2	Comment	Response
340.7	Regional Transportation	Regional Airports	A new airport and regionalization are the only solutions. Massport must bring Worcester up to par, including infrastructure, as should have been done so long ago....	A second major airport is not a solution to the current delay and congestion problems at Logan Airport. The Proposed Project to reduce delay and enhance safety at Logan Airport must be implemented in the near term to address current and future operating conditions. Even if a second major airport were to be pursued, the planning period for site selection and environmental review would require ten to 15 years, in addition to a multi-year construction period. Rather, Logan Airport is part of a regional system of airports that includes the T.F. Green/Providence, the Manchester, and the Worcester Regional airports. Service development and increased passenger traffic at these airports are an important part of the region's long-term strategy to accommodate passenger and activity growth. Greater use of the regional airports will provide passengers within the service area of such airports with a viable alternative to Logan Airport. Since demand within Logan Airport's primary service area will remain strong, the improvements at other regional airports will not eliminate the need for airside projects at Logan Airport.
340.8	Environmental Review Process	Public Process	Massport did not make an attempt to present their program for expansion to the residents of the South Shore.	There was an extensive public participation and review process during the preparation of the Airside Project Draft EIS/EIR. Public comments were received on the ENF after it was filed during the summer of 1995. In the fall of 1995, several public scoping sessions were held to provide community input to the subsequent state and federal scopes for the project. To assure that the Airside analysis was conducted with awareness and input from all concerned parties, the Massport Board established the Airside Review Committee (ARC), which consists of the Community Advisory Committee (with representatives from 24 communities surrounding Logan Airport), and 11 businesses and industry organizations. Massport also funded independent consultants for the CAC to provide them with the capacity to professionally assess the analysis and conclusions of the Airside Study. Between 1995 and 1999, Massport held 16 meetings with the ARC, an additional 15 meetings with just the CAC, and several meetings with the CAC consultants. In addition, Massport made 29 presentations to elected officials, most of whom represent Logan Airport's neighboring communities, and Massport held 45 meetings with community and business leaders, reaching an audience of more than 3,000 people. During the public comment period on the Airside Project Draft EIS/EIR, the FAA held two public hearings. In January 2000, in response to the FAA's review of the Draft EIS, the FAA called for preparation of a Supplemental Draft EIS to address specific issues identified by the FAA following input from a SDEIS Panel consisting of six persons. At the FAA's direction, three SDEIS Panel members were appointed by the Governor of the Commonwealth of Massachusetts and three were appointed by the Mayor of the City of Boston. Under the direction of the New England Region FAA, the SDEIS Panel convened in March of 2000 and then met at least monthly with a final meeting in December of 2000. A total of 12 meetings were held. To provide the appropriate background, the SDEIS Panel was presented with an Interim Supplemental Draft EIS, the Airside Project Draft EIS/EIR, answers to key letters written by members of the public, concerned agencies and public officials responding to the Airside Project Draft EIS/EIR, and a series of 15 visual and written presentations from the Project's technical consulting team and other independent industry experts.

Code	Topic 1	Topic 2	Comment	Response
340.9	Environmental Review Process	Public Process	...there is no expansion solution at Logan...there is really only one solution a new airport; regionalization will always be important; infrastructure to handle the certain increase in demand is essential.	Because the development of a second major airport would require ten to 15 years for site selection and environmental review, in addition to a multi-year construction period, this option is not viewed as a solution to accommodating forecast demand over the next 20 years. Hanscom Field's potential service area overlaps with the service areas for several airports that already have the necessary infrastructure for commercial service. These airports are the Hanscom Field, T.F. Green/Providence, and Worcester Regional, all which have had or are undergoing major improvements to their terminal buildings, other landside facilities and airfields.

LETTER 341

IVAN AND NANCY BLECHER
1025 WINTHROP AVE
REVERE. MASS. 02151

APRIL 22, 1999

MR. ARTHUR PUGSLEY
SECRETARY OF ENVIRONMENTAL AFFAIRS (MEPA OFFICE) EOEA NO. 10458
100 CAMBRIDGE STREET 20TH FLOOR
BOSTON, MASS 02202

DEAR MR. PUGSLEY,

I RESIDE WITH MY WIFE AT 1025 WINTHRROP AVE, REVERE, MASS (BEACHMONT). I HAVE BEEN AT THIS ADDRESS FOR 12 YEARS.

WE ARE BOTH AGAINST THE PROPOSED NEW RUNWAY AT LOGAN AIRPORT. THE NOISE LEVELS OF AIRPLANES NIGHT AND DAY ARE OVERWHELMING. I HAVE APPEALED TO MASSPORT ON MANY OCCASIONS BUT TO NO AVAIL. THE NOISE LEVELS HAVE QUARDRUPLED IN THE TWELVE YEARS, GETTING WORSE AND WORSE. 341.1

MASSPORT, ON MY REQUEST, SENT AN OUTSIDE "EXPERT" TO EXAMINE NOISE LEVELS AROUND MY HOME. OF COURSE, HE CAME WHEN THE RUNWAY EFFECTING MY HOUSE WAS NOT BEING USED (4-4R AND 4-4L). HIS REPORT TO MASSPORT AND MYSELF WAS INACCURATE. I CANNOT AFFORD TO HAVE THIS TEST PERFORMED MY AN INDEPENDENT EXPERT OR THE RESULTS WOULD HAVE BEEN ENTIRELY DIFFERENT.

THE NEW PROPOSED RUNWAY WOULD ONLY INCREASE THIS EFFECT, WHETHER IT WOULD BE ME OR SOME OTHER RESIDENTS.

THE SOOT ON WINDOWS IS ANOTHER PROBLEM THAT THIS AIRPORT IGNORES AND THE LONG-RANGE EFFECTS ON HEALTH.

I HAVE PROBABLY LOGGED OVER 5,000 NOISE COMPLAINTS TO MASSPORT, BUT NOTHING WAS EVER DONE TO EVEN ALLEVIATE THIS PROBLEM. AIRPLANES FLY OVERHEAD AS EARLY AS 5:30 A.M. AND AS LATE AS 2:30 P.M. 341.2

THANKING YOU FOR YOUR TIME. I HOPE YOU CAN HEAR ME, BECAUSE I CAN'T EVEN HEAR MY WIFE WHEN SHE TALKS TO ME WITH THE NOISE OVERHEAD!

SINCERELY,

Ivan Blech

IVAN BLECHER

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Letter 341
Ivan and Nancy Blecher
Private Citizens: Revere

Code	Topic 1	Topic 2	Comment	Response
341.1	Noise	Runway 14/32	We are both against the proposed new runway at Logan Airport. The noise levels of airplanes night and day are overwhelming. The new proposed runway would only increase this effect....	The noise exposures in Revere are lower in 2010 with the Preferred Alternative than with the No Action Alternative (refer to Tables 6.2.9 and 6.2.10 in Volume 1 and Tables 1.3-1.5 in Appendix L of the Airside Project Draft EIS/EIR and compare Alternative 1A and Alternative 4).
341.2	Public Health	Effects	The soot on windows is another problem that this airport ignores and the long-range effects on health.	The soot in urban areas comprises compounds from a variety of sources, primarily roadways Monitoring of airborne soot levels in the vicinity of Logan Airport has shown that the airport is a very small (less than one percent) contributor. The air quality analysis, based on EPA/MDEP models and guidelines, performed for the Supplemental DEIS/FEIR is considered to be comprehensive and state-of-the-art. Neither Massport nor the FAA has a program to increase passenger demand at Logan Airport. Rather, the objective of both organizations is to accommodate demand safely and efficiently. The recommended Airside Project is intended to enable Logan Airport to accommodate current and future aircraft activity with minimum delay. The construction of Runway 14/32 would significantly reduce delays associated with northwest wind conditions, but would not be expected to induce additional aircraft traffic or passenger activity at Logan Airport.

149 Endicott Ave., Revere MA 02151
March 3, 1999

LETTER 342

Secretary of Environmental Affairs
Attention MEPA Office
Mr. Arthur Pugsley - EOEA No. 10458
100 Cambridge Street, 20th Floor
Boston, MA 2025

John C. Silva
Manager, Environmental Programs
Airports Division, ANE-600
New England Region
12 New England Executive Park
Burlington, MA 01803

Dear Mr. Pugsley and Mr. Silva,

Please consider the following comments as you deliberate on the environmental effects of the Logan Airside Improvement Program.

Runway 14-32

Will Revere experience a growth in traffic with Runway 14/32? The numbers of operations in Appendix H indicate that by 2010

Arrivals on 22 Left will go from

- 8,661 in 1993 to 13,678 - 21,367 with no action
- to 13,285 - 20,068 with no runway
- to 8,310 - 12,474 with runway 14/32.

342.1

Departures on 4 Right will go from

- 23,092 in 1993 to 16,727 - 20,510 with no action
- 16,645 - 21,502 with no runway
- 14,717 - 17,946 with runway 14/32.

These numbers indicate that runway 14/32 won't make life any better, but without runway 14/32, life will be a lot worse.

A word about noise: many of these future operations will occur in larger planes. Some of these new planes are quieter, but technically, heavier planes are allowed to make more noise and still be Stage 3 compliant. Is there a study somewhere in the EIS/R which predicts how many of the 2010 fleet will truly be quieter? Is this factored into the noise analysis? 342.2

The benefit of the quieter Stage 3 aircraft peaks in 1999, as is indicated on the noise charts. However, it seems that by 2010, Revere will experience as much or more noise as in the base year of 1993. Will some of that yearly average of noise include multiple flights of over 100 decibels between 7:00 and 7:30 on a summer Sunday morning as has been the case in the past? It is good to point out that even though some residents have soundproofed houses, others don't. Sometimes this is because they could not afford to bring their house up to code to qualify for the program. Secondly, porches, terraces, streets, playgrounds and beaches cannot be soundproofed. 342.3

Logan's rise in activity has an adverse environmental effect. We residents pay a high price for the benefit of business as usual. But the threat is that if we don't have 14/32, the price will be even higher.

Lowering the minimum

The EIS/R did not consider this feature to have any environmental effect, since it was not mentioned in Vol. I, Chapter VI, Draft Environmental Impact Statement. Nor is it pictured on the cover graphic. We believe it does have an impact, both from noise and from safety.

Using the information provided in Appendix D, Massport predicts 122 more hours of dwell exceedence and 194 more hours of persistence exceedence (2010 37.5M low fleet) for those affected by runway 22/4. That means more noise in Beachmont, most of it probably in summer fog. It is stated that "these small changes can be attributed to the slightly increased availability and the **resulting rise in equivalent jet operations during IFR conditions.** " (emphasis added) As was explained in the preceding comments on 14/32, traffic is predicted to continue to grow, which would put more planes over our heads -- more planes in worse weather. 342.4

We have been told verbally that Beachmont will benefit from moving the Decision Height from Belle Isle Marsh to just past Saratoga Street. We won't hear the noise of an aborted landing, although our East Boston neighbors will. It is good to point out that the 217' above sea level Decision Height is not on the airport. It is over 2000 feet from the runway end, and very close to East Boston.

As for noise, our experience is that those planes which come in with a low cloud cover are very loud because of the effect of the noise bouncing off the moisture in the air. That means more planes coming in worse weather will be noisier.

As far as safety is concerned, the study states that lowering the visibility minima will increase flexibility "by avoiding crosswind landings." It is not clear if planes are now landing with more of a crosswind than they would like, but it is implied. Does that mean that safety has been compromised for the last 20 years?

This is not meant as a rhetorical question, but it brings up the point that the issue of
lowering the visibility minima for landing should not be folded into this
environmental impact report. We deserve to understand more clearly why we will 342.5
be safer with lowered minima. For a start, could the word "transponder" be
included in the glossary?

A further criticism of this presentation is that the height of Beachmont Hill,
as presented to the many readers of this study, is questionable. The top of the Mary
T. Ronan, housing a beacon, is well over the height protrayed in Figure 3 of
Appendix D. Given the angle of descent and the height of the hill, planes are not 342.6
much more than 300' above us. We would like the pilot and copilot to see us.

In conclusion, we see that we will get less punishment with 14/32 than without it, but we will experience a constant increase in overflights as Logan's traffic expands. This will translate into noise for us. We are not getting a break.

Secondly, we are seriously concerned about the proposal to lower the cloud ceiling for landings on Runway 22 Left. It will certainly bring more noise and seems to be a possible danger. We think this matter needs to be explored more fully.

Sincerely,

Lynn Mazzaullo

Letter 342
Lynn Mazzaullo
Private Citizens: Revere

Code	Topic 1	Topic 2	Comment	Response
342.1	Alternatives	Runway 14/32	Will Revere experience a growth in traffic with Runway 14/32? ...[Air traffic projections] indicate that runway 14/32 won't make life any better, but without runway 14/32, life will be a lot worse.	Revere is nearest the flight paths of Runway 4L/R departures and Runway 22L/R arrivals. The Supplemental DEIS/FEIR indicates that the Preferred Alternative would promote runway use in a manner that is more consistent with annual PRAS goals, reducing the current dependence on northeast/southwest operations. This will lead to a decreased percentage of equivalent operations over Revere. Additionally, by increasing the number of operations over water, Runway 14/32 would reduce the total annual hours of dwell and persistence over populated areas in accordance with short-term PRAS goals, cutting dwell and persistence over Revere significantly.
342.2	Noise	Hushkitted Aircraft	A word about noise: many of these future operations will occur in large planes...[which may be] quieter, but...are allowed to make more noise and still be Stage 3 compliant. Is there a study somewhere in the EIS/R which predicts how many of the 2010 fleet will truly be quieter? Is this factored into the noise analysis?	The noise characteristics of the future aircraft are factored into the noise analysis. Many new large aircraft, such as the Boeing 777 and the Airbus A330, will be much quieter than today's large Stage 3 aircraft because their engines are quieter and because, during takeoff, they climb much faster because they have two instead of four engines. FAR Part 36 permits larger (heavier) Stage 3 aircraft to generate more noise than smaller ones. However, the latest generation of Stage 3 aircraft are quieter than FAR Part 36 requires. Appendix I of the DEIS/R contains details of the individual aircraft types assumed in the future fleets. These types were used in the operations analysis as well as the noise analysis.
342.3	Noise	Impacts	...it seems that by 2010 Revere will experience as much or more noise as in the base year of 1993. Will some of that yearly average of noise include multiple flights of over 100 decibels between 7:00 and 7:30 on a summer Sunday morning as has been the case in the past...porches, terraces, streets, playgrounds and beaches cannot be soundproofed. Logan's rise in activity has an adverse environmental effect.	The noise exposures in Revere are lower in 2010 with the Preferred Alternative than with the No Action Alternative (refer to Tables 6.2.9 and 6.2.10 in Volume 1 and Tables 1.3-1.5 in Appendix L of the Airside Project Draft EIS/EIR and compare Alternative 1A and Alternative 4).
342.4	Alternatives	Reduced Approach Minima	The EIS/R did not consider ...[lowering the minimum] to have any environmental effect...We believe it does have an impact, both from noise and from safety. Massport predicts 122 more hours of dwell exceedence and 194 more hours of persistence exceedence (2010 37.5 low fleet) for those affected by runway 22/4. That means more noise in Beachmont, most of it probably in summer fog..."these small changes can be attributed to the slightly increased availability and the resulting rise in equivalent jet operations during IFR conditions"...traffic is predicted to continue to grow, which would put more planes over our heads-- more planes in worse weather...our experience is that those planes which come in with a low cloud cover are very loud because of the effect of the noise bouncing off the moisture in the air.	The preferential runway rules at Logan Airport have late night departures on Runway 16 over the harbor as the highest priority to minimize departures over highly populated neighborhoods.

Code	Topic 1	Topic 2	Comment	Response
342.5	Alternatives	Reduced Approach Minima	...lowering the visibility minima for landing should not be folded into this environmental impact report. We deserve to understand more clearly why we will be safer with lowered minima.	The agreement between the City of Boston, the FAA and Massport stipulates that any modification of the existing minimums requires completion of an EIS/EIR, even though the setting of minimums is otherwise categorically excluded from the EIS/EIR process. The reduced minimums will, in fact, enhance safety by providing precision guidance to a point closer to touchdown and reducing reliance on Runway 4R under poor weather conditions, when winds may favor use of an alternate runway.
342.6	Alternatives	Reduced Approach Minima	A further criticism of this presentation is that the height of Beachmont Hill, as presented to the many readers...is questionable. The top of the Mary T. Ronan, housing a beacon, is well over the height portrayed in Figure 3 of Appendix D. Given the angle of descent and the height of the hill, planes are not much more than 300' above us. We would like the pilot and copilot to see us.	Based on the analysis, aircraft passing over the top of Beachmont Hill would be approximately 500 ft above sea level, which is more than 300 ft above the top of Beachmot Hill.

LETTER 343

April 22, 1999

Robert Durand
Secretary of the Executive Office of Environmental Affairs
100 Cambridge Street – Room 2000
Boston, MA 02202

Dear Mr. Durand:

I am writing to express my strong opposition to Runway 14/32. I purchased a 3-family house in Roslindale in 1991, was married in 1993 and now have 2 children. I bought the house under uncertain economic conditions, and when the prevailing wisdom was that middle-class families would continue to flee the cities for the suburbs until few, if any would be left. I have invested over $70,000 in upgrading my property, including de-leading.

I believed then and believe now more than ever that my investment made sense. The city has always had the advantages of having a rich history and culture. And it has recently made great strides in many areas including reducing crime, improving schools, and attracting economic investment in neighborhood infrastructure and business revitalization.

One nuisance, however, that I have seen grow into a significant problem over the last couple of years is the noise and pollution of air traffic that now runs directly over my home. I was resentful when recent flight pattern changes made my once quiet neighborhood far noisier. And I am very upset at the potential of the problem growing worse. 343.1

Please do what you can to help find a long-term regional and environmentally friendly solution to air traffic congestion.

Thank you for your help.

Sincerely,

Matthew S. Baronas
80 Sherwood Street
Roslindale, MA 02131

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Letter 343
Matthew S. Baronas
Private Citizens: Roslindale

Code	Topic 1	Topic 2	Comment	Response
343.1	Noise	Impacts	One nuisance...that I have seen grow into a significant problem over the last couple of years is the noise and pollution of air traffic that now runs directly over my home [in Roslindale]...flight pattern changes made my once quiet neighborhood far noisier...I am very upset at the potential of the problem growing worse.	The Supplemental DEIS/FEIR projects that the Preferred Alternative would promote runway use in a manner that is more consistent with annual PRAS goals. The total number of departures from Runway 27 (over South Boston, Roxbury, and Jamaica Plain) would increase, but the number of equivalent jet operations would remain essentially the same. The difference in these communities would be fewer nighttime operations and more daytime operations but the same noise impacts. Total departures from Runway 33L and arrivals to Runway 15R (over East Boston and Chelsea) would increase, but most of these are non-jets. These runway operations are currently running well below the PRAS goals, and the unidirectional Runway 14/32 would allow the controllers to approach, but still remain below the annual goals for these operations. Additionally, by increasing the number of operations over water, Runway 14/32 would reduce the total annual hours of dwell and persistence over populated areas in accordance with short-term PRAS goals.

Comments to: Draft Logan Airside Improvements EOEA #10458

COMMENT PROCEDURE for: Draft Logan Airside Improvements (a.k.a. Runway 14/32) **EOEA #10458**

All comments on EIRs (environmental impact report) must refer to the EOEA file number. There may be other identifying numbers. but the EOEA file number is the one which must be used.

Comments not referring to the EOEA file number may not be considered.

LETTER 344

All comments must be received April 22. 1999
All mail concerning the environmental impact review process including filings. comments. and all associated materials must be addressed to:

Bob Durand. Secretary
Executive Office of Environmental Affairs
Attention: MEPA Office
Arthur Pugsley EOEA No. #10458
100 Cambridge Street - 20th Floor
Boston. MA 02202

Failure to address mail in this manner may result in delay of action on comments or no action on comments at all.

Dear Mr. Durand,

My comments to the EIR-Logan Airside Improvements Plan EOEA #10458 are as follows:

With the obvious increase in noise that a new runway will produce. I will have to consider moving from Boston altogether. I think seriously that there will be "flight" from the city because our quality of life will be seriously altered. Please do not do this to this wonderful city!!! 344.1

Name Natalie Diffloth
Address 28 Symmes St.
Roslindale, MA
Phone 325-4528

Letter 344
Natalie Diffloth
Private Citizens: Roslindale

Code	Topic 1	Topic 2	Comment	Response
344.1	Alternatives	Runway 14/32	With the obvious increase in noise that a new runway will produce...our quality of life will be seriously altered.	The dispersion model portion of the LDMS is an EPA-approved model. The methodology is consistent with FAA and EPA guidelines.

Comments to: Draft Logan Airside Improvements EOEA #10458

COMMENT PROCEDURE for: Draft Logan Airside Improvements (a.k.a. Runway 14/32) **EOEA #10458**

All comments on EIRs (environmental impact report) must refer to the EOEA file number. There may be other identifying numbers, but the EOEA file number is the one which must be used.

Comments not referring to the EOEA file number may not be considered.

LETTER 345

All comments must be received April 22, 1999
All mail concerning the environmental impact review process including filings, comments, and all associated materials must be addressed to:

Bob Durand, Secretary
Executive Office of Environmental Affairs
Attention: MEPA Office
Arthur Pugsley EOEA No. #10458
100 Cambridge Street - 20th Floor
Boston, MA 02202

Failure to address mail in this manner may result in delay of action on comments or no action on comments at all.

Dear Mr. Durand,

My comments to the EIR-Logan Airside Improvements Plan EOEA #10458 are as follows:

DO NOT DO THIS TO OUR NEIGHBORHOOD!!!!! BOSTON WILL BE RUINED BY THIS NOISE. THERE HAS GOT TO BE ANOTHER WAY!!! 345.1

Name Sal Lopes
Address 30 Symmes St.
Roslindale, MA
Phone 469-4654

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Letter 345
Sal Lopes
Private Citizens: Roslindale

Code	Topic 1	Topic 2	Comment	Response
345.1	Alternatives	Runway 14/32	Boston will be ruined by this noise.	While equivalent jet operations increase by more than 50 percent from a 1993 base to the future 37.5M High Fleet scenario if the Preferred Alternative is implemented, the appropriate basis for comparison of the Preferred Alternative is the No Action Alternative. Equivalent jet operations would increase by more than 75 percent over the Preferred Alternative if no action were taken. Despite the increase in equivalent jet operations, the Airside analysis indicates that overall noise impacts decline over time with the elimination of Stage 2 aircraft and the replacement of hushkitted Stage 3 aircraft with non-hushkitted Stage 3 aircraft. By allowing aircraft operations to shift from over-land to over-water routings and by providing greater flexibility in the use of Runways 27 and 33L for takeoff, the Preferred Alternative further reduces the highest noise impacts to the close-in neighboring communities. Furthermore, the Supplemental DEIS/FEIR also demonstrates the more equitable balance of noise impacts among communities surrounding Logan Airport that can be achieved with the Preferred Alternative as opposed to the imbalance that occurs today and would occur in the future if no action is taken.

VIA FACSIMILE

LETTER 346

37 Prospect Avenue
Roslindale, MA 02131
April 22, 1999

Mr. Robert A. Durand - Secretary
Executive Office of Environmental Affairs
100 Cambridge Street - Room 2000
Boston, MA 02202
Attn: MEPA Office

RE: EOEA # 10458

Dear Mr. Durand:

We appreciate the opportunity to comment on MassPort's DEIS for the proposed runway 14/32 at Logan airport. We have only recently become aware of the project and have not had a chance to review the DEIS thoroughly. We have, however, spoken with neighbors, read recent news articles and pulled information off the internet to inform ourselves about MassPort's proposal. Based on this, we submit the following comments.

We bought our home in Roslindale in 1994. It has been a delight to live in our neighborhood and raise a family so near urban open spaces such as Franklin Park and Arnold Arboretum. Generally, our neighborhood is quiet, with the occasional distant sound of a passing commuter rail train. However, on certain days we notice that the air traffic increases dramatically and disrupts outdoor play, indoor conversation, and sleep. We have learned that these are the days when runway 27 is in use. Planes roar overhead at a rate of about 1 or 2 per minute. This would become the norm if MassPort's proposed expansion is implemented. 346.1

We are firmly against the proposed airport expansion for two key reasons. First, like thousands of area residents, we are alarmed by the projected increase in air traffic over the Roslindale area (including the popular oases of Franklin Park and the Arboretum) to about 45,000 flights/year. That's 120 flights per day! Our relative urban quiet will be shattered and our quality of life severely impacted. In addition, we suspect this would have a negative effect on our property value. 346.2

Second, despite the reportedly extensive public participation program MassPort has undertaken, it appears that the agency has not used a consensus building approach to achieve the wisest solution 346.3

to the airport's capacity problem. Instead, the proposal put forward in the DEIS seems to be a politically driven measure that ignores or downplays alternatives that could more elegantly resolve the short- and long-term problems, as well as enjoy a broader level of public support.

Given that there are serious questions regarding the adequacy, quality and reliability of information contained in the DEIS, we request that your Certificate declare the document inadequate and that you direct MassPort to conduct a more thorough evaluation of alternatives and engage a broad range of stakeholders in a rigorous consensus building process. Issues that need to be better addressed include: developing a regional approach to handling projected long-term growth in air traffic, building a second urban airport, and using more current studies and figures in developing and evaluating alternatives. Addressing the issue of airport capacity for the Greater Boston area will impact so many Boston area residents that achieving reasonable consensus is essential. 346.4

Respectfully,

Stephanie M
Kathleen Keeler

Stephanie Moura
Kate Keeler

cc: John DeVillars - Regional Administrator, EPA - New England

Letter 346
Stephanie Moura and Kate Keeler
Private Citizens: Roslindale

Code	Topic 1	Topic 2	Comment	Response
346.1	Alternatives	Runway 14/32	...on certain days [when Runway 27 is in use] we notice that the air traffic increases dramatically [over Roslindale] and disrupts outdoor play, indoor conversation, and sleep. Planes roar overhead at a rate of about 1 or 2 per minute...[which] would...be the norm if Massport's proposed expansion is implemented...we are alarmed by the projected increase in air traffic over the Roslindale area...Our relative urban quiet will be shattered and our quality of life severely impacted.	The model and methods used to develop these data were based on EPA- and DEP-approved guidelines and show that the NAAQS will not be violated. The Supplemental DEIS/FEIR projects that the Preferred Alternative would promote runway use in a manner that is more consistent with annual PRAS goals. The total number of departures from Runway 27 (over South Boston, Roxbury, and Jamaica Plain) would increase, but the number of equivalent jet operations would remain essentially the same. The difference in these communities would be fewer nighttime operations and more daytime operations but the same noise impacts. Total departures from Runway 33L and arrivals to Runway 15R (over East Boston and Chelsea) would increase, but most of these are non-jets. These runway operations are currently running well below the PRAS goals, and the unidirectional Runway 14/32 would allow the controllers to approach, but still remain below the annual goals for these operations. Additionally, by increasing the number of operations over water, Runway 14/32 would reduce the total annual hours of dwell and persistence over populated areas in accordance with short-term PRAS goals.
346.2	Open Space/ Parkland	Impacts	We are alarmed by projected air traffic increases over the popular oases of Franklin Park and the Arboretum	The Supplemental DEIS/FEIR contains additional analysis of the project relative to parklands. As depicted in Figure 6.3-4 of the Supplemental DEIS/FEIR, the Arnold Arboretum, Emerald Necklace, and Franklin Park are well outside the 65 dB DNL noise contour associated with the Preferred Alternative. Therefore, the Airside Project will have no impact on these parklands. In addition, the Boston Harbor Islands, while within the No Action Alternative 65 dB DNL noise contour, will have no noise increase under the Preferred Alternative. Refer to Section 6.3 of the Supplemental DEIS/FEIR for additional discussion of parklands.

346.3	Environmental Review Process	Public Process	...despite the reportedly extensive public participation program Massport has undertaken, it appears that the agency has not used a consensus building approach to achieve the wisest solution to the airport's capacity problem.	There was an extensive public participation and review process during the preparation of the Airside Project Draft EIS/EIR. Public comments were received on the ENF after it was filed during the summer of 1995. In the fall of 1995, several public scoping sessions were held to provide community input to the subsequent state and federal scopes for the project. To assure that the Airside analysis was conducted with awareness and input from all concerned parties, the Massport Board established the Airside Review Committee (ARC), which consists of the Community Advisory Committee (with representatives from 24 communities surrounding Logan Airport), and 11 businesses and industry organizations. Massport also funded independent consultants for the CAC to provide them with the capacity to professionally assess the analysis and conclusions of the Airside Study. Between 1995 and 1999, Massport held 16 meetings with the ARC, an additional 15 meetings with just the CAC, and several meetings with the CAC consultants. In addition, Massport made 29 presentations to elected officials, most of whom represent Logan Airport's neighboring communities, and Massport held 45 meetings with community and business leaders, reaching an audience of more than 3,000 people. During the public comment period on the Airside Project Draft EIS/EIR, the FAA held two public hearings. In January 2000, in response to the FAA's review of the Draft EIS, the FAA called for preparation of a Supplemental Draft EIS to address specific issues identified by the FAA following input from a SDEIS Panel consisting of six persons. At the FAA's direction, three SDEIS Panel members were appointed by the Governor of the Commonwealth of Massachusetts and three were appointed by the Mayor of the City of Boston. Under the direction of the New England Region FAA, the SDEIS Panel convened in March of 2000 and then met at least monthly with a final meeting in December of 2000. A total of 12 meetings were held. To provide the appropriate background, the SDEIS Panel was presented with an Interim Supplemental Draft EIS, the Airside Project Draft EIS/EIR, answers to key letters written by members of the public, concerned agencies and public officials responding to the Airside Project Draft EIS/EIR, and a series of 15 visual and written presentations from the Project's technical consulting team and other independent industry experts.
346.4	Regional Transportation	Regional Airports	...the DEIS...downplays alternatives that could more elegantly resolve the short- and long-term problems, as well as enjoy a broader level of public support...conduct a more thorough evaluation of alternatives and engage a broad range of stakeholders in a rigorous consensus building process. Issues that need to be better addressed include: developing a regional approach to handling projected long-term growth in air traffic, building a second urban airport, and using more current studies and figures in developing and evaluating alternatives.	A second major airport is not a solution to the current delay and congestion problems at Logan Airport. The Proposed Project to reduce delay and enhance safety at Logan Airport must be implemented in the near term to address current and future operating conditions. Even if a second major airport were to be pursued, the planning period for site selection and environmental review would require ten to 15 years, in addition to a multi-year construction period. Rather, Logan Airport is part of a regional system of airports that includes the T.F. Green/Providence, the Manchester, and the Worcester Regional airports. Service development and increased passenger traffic at these airports are an important part of the region's long-term strategy to accommodate passenger and activity growth. Greater use of the regional airports will provide passengers within the service area of such airports with a viable alternative to Logan Airport. Since demand within Logan Airport's primary service area will remain strong, the improvements at other regional airports will not eliminate the need for airside projects at Logan Airport.

Letter 346: Stephanie Moura and Kate Keeler
Private Citizens: Roslindale

COMMENT PROCEDURE for: Draft Logan Airside Improvements (a.k.a. Runway 14/32) **EOEA #10458**

All comments on EIRs (environmental impact report) must refer to the EOEA file number. There may be other identifying numbers, but the EOEA file number is the one which must be used.

Comments not referring to the EOEA file number may not be considered.

LETTER 347

All comments must be received April 22, 1999
All mail concerning the environmental impact review process including filings, comments, and all associated materials must be addressed to:

Bob Durand, Secretary
Executive Office of Environmental Affairs
Attention: MEPA Office
Arthur Pugsley EOEA No. #10458
100 Cambridge Street - 20th Floor
Boston, MA 02202

Failure to address mail in this manner may result in delay of action on comments or no action on comments at all.

Dear Mr. Durand,

My comments to the EIR-Logan Airside Improvements Plan EOEA #10458 are as follows:

I am against the Draft Airside Improvement as written - This draft serves to increase flights over my neighborhood - A neighborhood with many low flying, large aircraft that pollute the air with noise and fumes. It seems as if the planes are flying lower than they have in the past and as I stated earlier, when they are taking off, the noise especially, is very disruptive. Until these aircraft can be designed quieter and/or fly higher I can in no way support the increase in pollution (Both Air a oise) via air traffic in my community. 347.1

Thank you

Name MARY A. MOYNIHAN
Address 52 AUGUSTUS Ave
ROSLINDALE, MA 02131
Phone 617 469 9935

Letter 347
Mary A. Moynihan
Private Citizens: Roslindale

Code	Topic 1	Topic 2	Comment	Response
347.1	Alternatives	Runway Use	It seems as if the planes are flying lower than they have in the past...noise especially is very disruptive.	There have been no significant changes to aircraft arrival flight patterns at Logan Airport in several years, and while Runway 27 departure procedures have been modified, these changes do not lead to aircraft at lower altitudes. In addition, the noise impacts of individual flights have actually declined as Stage 2 aircraft have been phased out of the fleet and replaced with quieter aircraft types.

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LETTER 348

Bcc: Arthur Pugsley@MEPA@EOEA
From: <brwhite@gis.net>
ject: 14/32
e: Wednesday, April 21, 1999 21:05:36 EDT
-ach:
Certify: N
Priority: Normal
Defer until:
Expires:
Forwarded by:

To: Robert A. Durand, Secretary of Environmental Affairs
Please don't allow Runway 14/32 and the Centerfield Taxiway to be built .
My family lives in a wonderful Roslindale neighborhood that is already
affected by jets from runway 27 interrupting sleep and conversation. I 348.1
wonder how many of the business people who are supporting this
expansion at Logan live in areas of the city affected by the tremendous
noise. We have families out of state and are frequently flying in and out of
the city. I am actually impressed with the lack of delays in scheduled 348.2
arrivals and departures from Logan and would never have considered it a
problem.
Thank-you for your attention.

Sheryl L. White
29 Mendum St.
Roslindale, MA 02131

Letter 348
Sheryl L. White
Private Citizens: Roslindale

Code	Topic 1	Topic 2	Comment	Response
348.1	Alternatives	Runway 14/32	Please don't allow Runway 14/32 and the Centerfield Taxiway to be built. My…Roslindale neighborhood…is already affected by jets from Runway 27 interrupting sleep and conversation.	The model and methods used to develop these data were based on EPA- and DEP-approved guidelines and show that the NAAQS will not be violated. The Supplemental DEIS/FEIR projects that the Preferred Alternative would promote runway use in a manner that is more consistent with annual PRAS goals. The total number of departures from Runway 27 (over South Boston, Roxbury, and Jamaica Plain) would increase, but the number of equivalent jet operations would remain essentially the same. The difference in these communities would be fewer nighttime operations and more daytime operations but the same noise impacts. Total departures from Runway 33L and arrivals to Runway 15R (over East Boston and Chelsea) would increase, but most of these are non-jets. These runway operations are currently running well below the PRAS goals, and the unidirectional Runway 14/32 would allow the controllers to approach, but still remain below the annual goals for these operations. Additionally, by increasing the number of operations over water, Runway 14/32 would reduce the total annual hours of dwell and persistence over populated areas in accordance with short-term PRAS goals.
348.2	Purpose and Need	Delay	I am actually impressed with the lack of delays in scheduled arrivals and departures from Logan and would never have considered it a problem.	Comment noted.

Bcc: Arthur Pugsley@MEPA@EOEA
rom: "Alan Wright" <awright@vnane.org>
bject: Testimony on Environmental Impact of Massport's Runway 14/32 Pr
te: Friday, April 16, 1999 18:20:05 EDT
tach: attach1
Certify: N
Priority: Normal
Defer until:
Expires:
Forwarded by:

LETTER 349

SUBJECT too long. Original SUBJECT is
Testimony on Environmental Impact of Massport's Runway 14/32 Proposal

--------------------- Original Message Follows ---------------------

Dear Secretary Durand:

I testified at the public comment hearing held on Monday, April 5th, 1999.
This letter is my written transcription of my oral statement with a few addendum
s. Thank you for accepting it and for providing the opportunity to testify.

My name is Alan Wright. I live at 57 Arborough Road in Roslindale, MA, next
to the Arnold Arboretum. I am here tonight representing my family and neighbor
all of whom are very concerned about Massport's proposal.
When Runway 27 is in use the direct overflight of Roslindale and the Arboret 349.1
is unrelenting and frequently deafening. Massport's proposal to build Runwa
y 14/32 will nearly triple the overflights of Roslindale and the Arboretum to al
most 45,000 per year. That means on average over 120 flights per day, year roun
d. Of course, given variable use of the runway, many days will experience a muc
.

This is intolerable and unreasonable. It must not be allowed as it adversel 349.2
y affects the environment of the Arnold Arboretum, Roslindale and surrounding co
mmunities.
When flights are overhead and I am outside playing with my child or talking
with a neighbor, we frequently must stop talking as we cannot hear each other. 349.3
And, we are located more than six miles from Logan Airport. Stage two aircraft,
whether retrofitted or not, and large stage three aircraft are the main culprit
s. Their noise level is intolerable. I am frequently awakened late at night wh
en cargo jets pass overhead -- even when my windows are closed!
Massport has not justified why the quality of life for the 35,000 residents
of Roslindale, the tens of thousands of visitors to the Arnold Arboretum -- who
come from all over Massachusetts, or the hundreds of thousands of residents of u
rban Boston and surrounding communities must decline.
Part of the problem is that the pilots seldom follow through on the Runway 2
path. Instead of staying over Franklin Park and Forest Hills Cemetery, they vee 349.4
r off over the Arboretum and Roslindale. Massport has promised to fix this prob
lem but has not done so yet. The problem will only get worse if Runway 14/32 is
built.
I chose to buy a house in Roslindale rather than move to the suburbs, as I a
committed to the high quality of life the City of Boston offers. I greatly en
the parks, the downtown and the Harbor Islands. Family and friends who come
visit remark upon what a wonderful city Boston is. That quality will declin
if Logan is allowed to grow more. The check on growth created by the current

prohibition on building new runways must remain in place. It is necessary to spur even greater growth in outlying airports, which should include Hanscom Airfield in some fashion. Obviously Logan cannot and should not be shut down, even though it is badly located, but the air transportation needs of eastern Massachuse st densely populated areas where the greatest number of people will be adversely ffected.

Some claim that the supposed excessive number of delays experienced at Logan 349.5 will harm the greater Boston economy. Their claims are spurious and unfounded. Our economy is based upon intense price competition. Travel is the most inefficient means of conducting business possible; new and growing businesses do not seek to expand expensive travel budgets, they seek to reduce them. Video and tele-conferencing are much more efficient means of conducting business and are growing rapidly, along with other methods of electronic communication.

As Massport has indicated, the majority of Logan's growth will occur from tourism and conventions. Tourists and conventioneers expect that their travel will be delayed, whether by weather, traffic jams to and from airports or scheduling problems. They are not deterred from traveling to Boston because they may exp acter of the City. The quality of their visit, particularly to the many historic sites in the urban core, to the revitalized downtown and the rebuilt seaport district, will be greatly diminished if Massport is allowed to increase the growth of Logan through building Runway 14/32. Please do not allow this!

Thank you.

Letter 349
Alan Wright
Private Citizens: Roslindale

Code	Topic 1	Topic 2	Comment	Response
349.1	Alternatives	Runway 14/32	When Runway 27 is in use the direct overflight of Roslindale and the Arboretum is unrelenting and frequently deafening. Massport's proposal to build Runway 14/32 will nearly triple the overflights.	The Supplemental DEIS/FEIR projects that the Preferred Alternative would promote runway use in a manner that is more consistent with annual PRAS goals. The total number of departures from Runway 27 (over South Boston, Roxbury, and Jamaica Plain) would increase, but the number of equivalent jet operations would remain essentially the same. The difference in these communities would be fewer nighttime operations and more daytime operations but the same noise impacts. Total departures from Runway 33L and arrivals to Runway 15R (over East Boston and Chelsea) would increase, but most of these are non-jets. These runway operations are currently running well below the PRAS goals, and the unidirectional Runway 14/32 would allow the controllers to approach, but still remain below the annual goals for these operations. Additionally, by increasing the number of operations over water, Runway 14/32 would reduce the total annual hours of dwell and persistence over populated areas in accordance with short-term PRAS goals. The Day-Night Sound Level (DNL) data from Noise Monitor No. 1 at Andrews Street in the South End show levels of 56, 55.2,and 56.9 dB for the 29M Low, 37.5M Low and 37.5M High Fleet scenarios with the Preferred Alternative. These levels are less than the1993 value of 57.9 dB and are well below the standard DNL criteria of 65 dB. 1993 is representative of historic high fleet operating conditions at Logan Airport.
349.2	Open Space/ Parkland	Impacts	This [proposal] is intolerable and unreasonable...adversely affects the environment of the Arnold Arboretum	The environmental justice analysis found no disproportionately high and adverse impacts to low-income and minority populations from direct project impacts. Refer to Section 6.2 and Section 6.8 of the Supplemental DEIS/FEIR, respectively, for additional information on noise impacts and environmental justice.
349.3	Noise	Runway 14/32	...[This proposal adversely affects] Roslindale and surrounding communities. When the flights are overhead and I am outside...we frequently must stop talking as we cannot hear each other. Stage 2 aircraft whether retrofitted or not, and large Stage 3 aircraft are the main culprits.	The Airside Project Draft EIS/EIR shows that the total noise impacts around Logan Airport will improve in the first decade of the 21st century, primarily from the elimination of the noisier Stage 2 aircraft, and by the gradual elimination of the hushkitted Stage 3 aircraft as they are retired.
349.4	Noise	Flight Tracks	Part of the problem is that the pilots seldom follow through on the Runway 2[7] path. Instead of staying over Franklin Park and Forest Hills Cemetery, they veer off over the Arboretum and Roslindale. The problem will only get worse if Runway 14/32 is built..	The problem of pilots not following the Runway 27 path needs to be discussed with the FAA and Massport. The FAA has pledged to do its best to achieve the new tracks that were developed in the Runway 27 EIS procedure. Also, new advances in technology, such as the Global Positioning Systems that are becoming a standard part of new aircraft flight control systems, can be used to ensure better compliance in the future.

Code	Topic 1	Topic 2	Comment	Response
349.5	Regional Transportation	Regional Airports	The check on growth created by the current prohibition on building new runways must remain in place. It is necessary to spur even greater growth in outlying airports, which should include Hanscom Airfield in some fashion. Video and tele-conferencing are much more efficient means of conducting business [than air travel]...and are growing rapidly...the majority of Logan's growth will occur from tourism and conventions. Tourists and conventioneers...are not deterred from traveling to Boston [because of delays]...The quality of the visits, particularly to the many historical sites in the urban core…will be greatly diminished if Massport is allowed to increase the growth of Logan through building Runway 14/32.	The Airside Project Draft EIS/EIR and the Supplemental DEIS/FEIR, specifically considered the role of Hanscom Fiel in the analysis of regional alternatives. Hanscom Field, whic serves as a general aviation reliever airport to Logan Airport already accommodates a significant number of aircraft operations (183,000 operations in 1998). The Hanscom Fiel activity includes private, business, charter, and air taxi operations that might otherwise use Logan Airport. Since the Airside Project Draft EIS/EIR was filed, Shuttle America, a newly founded airline, began commercial scheduled operations at Hanscom Field, offering limited turboprop services to short-haul regional markets – Trenton, Buffalo, Hartford (discontinued), Wilmington, Delaware (discontinued) and Greensboro. Shuttle America is also conducting operations between Hanscom and New York LaGuardia Airport. While Massport supports commercial service at Hanscom Field consistent with its established limits (60 seat regulation), Massport believes that Hanscom Field will maintain its role as a major general aviation reliever, and that its geographic proximity to Logan, Worcester Regional and Manchester airports will prevent its development as a significant commercial airport. Additionally, commuter airlines serving Logan Airport are unlikely to move a significant number of flights from Logan Airport to Hanscom Field, since approximately 50 percent of passengers on Logan Airport's commuter flights connect to other Logan Airport flights and a significant number of passengers are travelling to Boston. However, any new commercial service initiatives proposed for Hanscom Field shall be reviewed for consistency with the *Hanscom GEIR* (HGEIR) and its Annual Updates, and shall be considered by the Hanscom Area Town Selectmen (HATS). Refer to Section 2.6 of the Supplemental DEIS/FEIR for a discussion of Hanscom Field. The acceptance of videoconferencing and other means of telecommunications by businesses as a substitute for air travel are largely dependent upon the quality of the available technology and private sector decisions outside the authority of FAA and Massport. Massport encourages such initiatives from state government, Amtrak, and others. Massport forecasts in the Airside Project Draft EIS/EIR and the Supplemental DEIS/FEIR took account of the likely effect of such factors as videoconferencing over the forecast period. The FAA and Massport have consulted with the Massachusetts Historical Commission (MHC). The MHC has concurred with the FAA's determination that the Preferred Alternative will have no adverse effect on significant historic properties. Refer to Section 6.3 of the Supplemental DEIS/FEIR for a description of historic properties, project impacts and mitigation.

COMMENT PROCEDURE for: Draft Logan Airside Improvements (a.k.a. Runway 14/32) **EOEA #10458**

All comments on EIRs (environmental impact report) must refer to the EOEA file number. There may be other identifying numbers, but the EOEA file number is the one which must be used.

Comments not referring to the EOEA file number may not be considered.

LETTER 350

All comments must be received April 22, 1999
All mail concerning the environmental impact review process including filings, comments, and all associated materials must be addressed to:

Bob Durand, Secretary
Executive Office of Environmental Affairs
Attention: MEPA Office
Arthur Pugsley EOEA No. #10458
100 Cambridge Street - 20th Floor
Boston, MA 02202

Failure to address mail in this manner may result in delay of action on comments or no action on comments at all.

Dear Mr. Durand,

My comments to the EIR-Logan Airside Improvements Plan EOEA #10458 are as follows:

No Justice No PEACE ! No Justice No PEACE !

By Allowing MASSPORT to build Runway 1432 - MASSPORT will INCREASE flights over runway 27 by 3 fold 16,000 flights to 60,000 flights. This mEANS that Black people and other people of color will experience noise pollution and toxic fumes to levels that MASSPORT has not completely evaluated. We all know that Black people have the highest death and disease rates of all people. Roxbury residence will have another stress to their lives that will kill them in greater numbers. Black health indicators for Asthma, cardiovascular and lung disease is 30 to 300 times the white rates. Air planes fumes and Noise pollution will increase the aforementioned health problems. I have a child and I would like to see you consenned about their/her health like I Am. 350.1

Stop runway 1342.

Name TODD C. PAYTON
Address 107 HOWLAND St.
ROXbury MA 02121
Phone (61) 442-8669

Letter 350
Todd L. Payton
Private Citizens: Roxbury

Code	Topic 1	Topic 2	Comment	Response
350.1	Environmental Justice	Impacts	Black people and other people of color will experience noise pollution and toxic fumes to levels that Massport has not completely evaluated.	The Environmental Justice analysis was significantly expanded in Section 6.8 of the Supplemental DEIS/FEIR. Low-income and minority populations were defined in accordance with Federal Executive Order 12898, the U.S. DOT Final Order, and the Council on Environmental Quality's guidance on Environmental Justice. In addition, the analysis of low-income populations was expanded to include households at 150 percent of poverty level. This analysis found that there is no high and adverse disproportionate impact to low-income and minority populations from the Preferred Alternative. Adverse impacts are not predominately borne by low-income or minority populations. Only 21 percent of the population within the 65 dB DNL contour for the Preferred Alternative is minority, compared to the Suffolk County minority population of 38 percent. Less than two percent of the population within the 65 dB DNL contour for the Preferred Alternative has a household income less than 150 percent of poverty level. The additional area within the 65 dB DNL noise contour associated with the Preferred Alternative includes a predominately Hispanic neighborhood in Chelsea which is predicted under worst case assumptions to experience an increase of 0.6 dB or less. Under FAA standards, this change is not a significant adverse impact. Mitigation of the increased noise within the 65 dB DNL noise contour will be provided to affected communities in the form of residential sound insulation. The minority and low-income populations in South Boston and East Boston affected by the Preferred Alternative 65 dB DNL noise contour are almost identical to the No Action Alternative. The 65 dB DNL noise contour for the Preferred Alternative does not extend into Jamaica Plain, Roxbury and the South End. Mitigation of the increased noise within the 65 dB DNL noise contour will be provided to affected communities in the form of residential sound insulation. Refer to Section 6.8 of the Supplemental DEIS/FEIR for a discussion of the Environmental Justice analysis.